

CYCLE NEWS

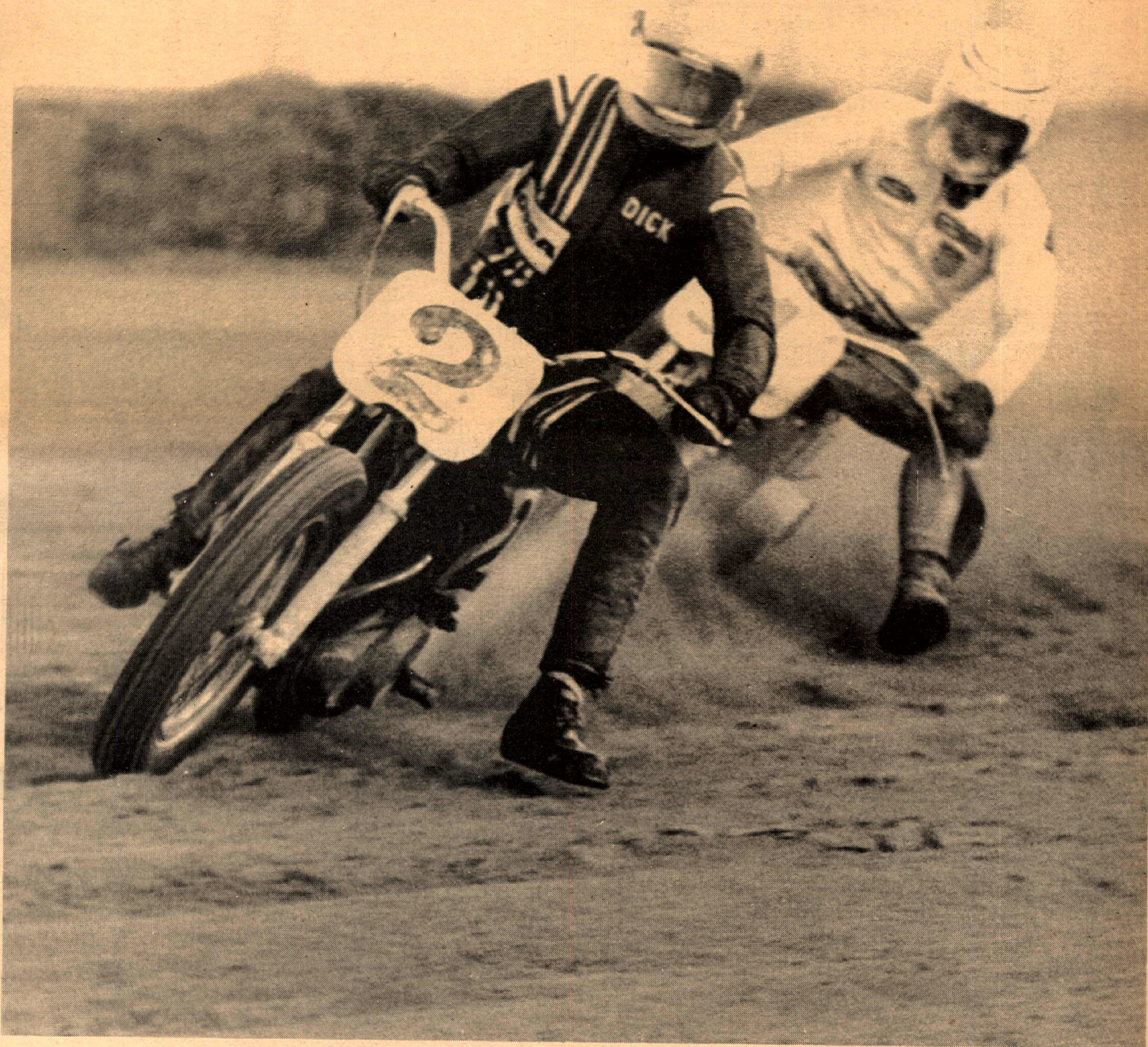
WESTERN

EDITION

August 26, 1969

VOLUME VI NUMBER 32

25¢



Dick (2) Mann notched a double win at two AMA Nationals this weekend; See stories on pages 8 and 19. Photo by Ben Hall

NEWSPAPER

CYCLE NEWS

2499 Cerritos Ave.
Long Beach, Ca.

90806
(213) 427-7433

ATTENTION Motorcycle Clubs - Be sure to send Cycle News notice of your coming events and we will list them in this department free. Tel. (213) 427-7433.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION

Promoters interested in advertising their events in this column.

Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY WEDNESDAY NIGHT

Flattrack & TT, Orange Co. Raceway, ACA Sanctioned. Gates Open 6:30 pm, first race 8 pm, Valencia offramp off San Diego Freeway approx. 2 miles South.

EVERY FRIDAY NIGHT

SPEEDWAY RACING at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m.

1/2 MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m.

FIRST SAT. OF EVERY MO.

PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

1st & 3rd SUN. OF EVERY MO.

Deadmans Point, Apple Valley, Cal. - 1st Sund. European Scr., 3 classes, 1 hr. each - 8 a.m. prac. - 10 a.m. start. - 3rd Sun., Motocross - all classes, 8 a.m. prac. - 10 a.m. start. Info: (714) 247-7473 (eves.).

AMA NATIONALS

August 24, 1969, Sunday

15 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP. Scanlan's Promotions Inc., Missouri State Fairgrounds, Sedalia, Missouri.

August 28, 1969, Thursday

30 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Indianapolis Ind. Joe Quinn.

September 6-7, 1969, Sat. & Sun.

125 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Sears Point Raceway, Sears Point, California. Gordon Martin.

September 14, 1969, Sunday

25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

September 21, 1969, Sunday

OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP, CANCELLED Speedway, Lincoln, Neb. Jerry Biskup & Jim Adams.

September 28, 1969, Sunday

135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

September 28, 1969, Sunday

HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

October 3-4, 1969, Fri. & Sat.

HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday

150 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, de Bombers, 2542 CANCELLED erside, Cal. 92509 Mojave Desert, Barstow, Cal.

October 19, 1969, Sunday

155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday

125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

THURSDAY, AUGUST 21st

TT SCRAMBLES 50 Lap Midsummer Championship for 250cc at Trojan Speedway. Regular TT program. Pit gate closes at 7 p.m.

FRIDAY, AUGUST 22nd

TT RACES; \$600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date - Sun., Aug. 24th - 6 p.m.)

TT SCRAMBLES AMA 3 Star at Graham Speedway, Tacoma, Wash. 8 p.m.

SATURDAY, AUGUST 23rd

SHORT TRACK By Valley M.C. at Cycle Land Spy., Cal. 14 mi. So. of Chico at Hwy. 99E and Gage Shippe Road, AMA Sanct. High Point trophies at end of season. Info: (916) 877-3395.

NIGHT TT SCRAMBLES By Simi Valley M.C. at Elsinore Race track, Cal. Dist. 37 points, class C traction. Gate opens 3 p.m. first race 6 p.m. Admission \$1. Entry \$2.50. Info: (805) 527-3640.

NIGHT MOTOCROSS by CMC at Fontana Intl. Raceway, Fontana, Cal. All classes, good lights, grandstands and refreshments. Info: (714) 539-3328.

SHORT TRACK AMA Fort Sutter and Valley Trackers M.C. at Sacramento Raceway, Cal. Take Excelsior Rd. off Jackson Rd. Hwy. 16. Sign-up and pract. at 6 p.m. race at 8:30.

PROFESSIONAL SHORT TRACK at Oregon Sidewinders M.C. track S.E. 82nd and Lawnfield Road, Clackamas, Ore. 8 Mi. south of Portland. AMA Sanct. \$600 min. purse. 250cc Nov., Am., Ex. 8 p.m. start. Info: 632-3857 or 234-7388 weekdays.

SUNDAY, AUGUST 24th

MOTOCROSS. First in CMC Anniversary Series. Carlsbad, Cal. Six race series alternating each week between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry \$10. Mail entry \$5 to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

MOTORCYCLE RACES by Rainier Sportsmans Club at Rainier, Wash. Rodeo Grounds, Hwy. 507 between Yelm and Tenino. Special race for Mini's. Pract. 7:30 p.m. first race at 8 p.m.

MINI SCRAMBLES by Southern Cal. Mini-Bike and Kart Assn. at Saddleback Park, Cal. Classes by age and H.P. Prizes and trophies for all classes. Info: (714) 847-6620.

TT SCRAMBLES at Huntington Beach Cycle Park, Cal. On Talbert Ave. 1/2 mi. W. of Beach Blvd. Sign-up at 10 a.m. Mail points, all classes, class C traction. Info: (714) 897-4458.

HALF MILE DIRT TRACK, AMA Sanct. 8 mi. East of Austin, Tex. at Manor Downs on Hwy 290 at Manor, Tex. Track will be oiled. Seven classes incl. mini's and wheelie bikes. First race at 2 p.m. Info: 472-8246 or 444-5901.

EUROPEAN SCRAMBLES By Los Coyotes M.C. Lined from 170th. West and Rosamond Blvd., Cal. 2 courses, big bikes go first. 9 a.m. start. Dist. 37 points. Info: (805) 948-7567.

SIDEWINDERS TROPHY PRESENTATION at Los Coyotes European Scrambles.

TT SCRAMBLES by Salinas Ramblers M.C. at Cal. Rodeo Grounds, North Main Street, Salinas, Cal. AMA Sanct. No classes under 200cc. Gates open 7 a.m. Sign-up ends 10:30 Elks' Cerebral Palsy Fund Benefit.

AFM PICNIC Tilden Regional Park, Oakland, Cal. \$2.50 per person. Info: 531-5343.

MOTOCROSS AMA Sanct. at Hellonahill 30 miles E. of San Diego on Hwy 94. Track well watered. 3 motos each class. Track visible and safe for spectators. More parking, shade, cool water, and concessions. American Eagle to winner of series starting this date. Info: (714) 224-3649.

TT SCRAMBLES By Sunny Valley Speedway 14 Mi. N. or Grants Pass, Ore. Third Annual Championship. 1 p.m. start. Info: (503) 476-4018.

TT SCRAMBLES at Adelanto, Cal. on Hwy. 395. All classes, sign-up closes at 10 a.m. Info: (213) 927-3860.

TT RACES at Tijuana Auto Dromo. All classes. Sign-up closes at 11:30 first race at Noon. Three miles past Agua Caliente Track.

TRIALS RIDING SCHOOL. By S.C.T.A. Saddleback Park, Cal.

Take a friend to a motorcycle event this weekend.

THURSDAY, AUGUST 28th

SHORT TRACK AMA 3-Star at Antelope Valley Fairgrounds, Lancaster, Cal. 12 events for Exp. Am. and Nov. riders. First race 8:30 p.m. Fireworks following the races. Info: (203) 321-5323.

FRIDAY, AUGUST 29th

TT RACES; \$600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date - Sun., Aug. 31st - 6 p.m.)

TT SEASON CHAMPIONSHIP AMA 5 STAR. Graham Speedway, Tacoma, Wash. 7:30 p.m.

SAT., SUN. & MON. AUG. 30, 31, SEPT. 1st

ROAD RUN, Bonanza Tour. Carson City, Nev. Tour award to all riders. Parade and Games. Info: (213) 246-9206.

ROAD RUN, Pine Cone '69 at Democrat Hot Springs, Cal. Hwy. 178 on Kern River 23 miles east of Bakersfield. No official start, \$3.75 post entry at finish. \$3.00 mail entry to: 1241 W. Holt Ave., Pomona, Cal. 91766.

SATURDAY, AUGUST 30th

INDOOR SPEEDWAY At L.A. Sports Arena by Great Bear Enterprises. Info: (213) 473-6717.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl. Raceway, Cal. Practice and sign-ups at 6 p.m. first race at 8.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m. racing starts at 8:30. Ride or watch \$1.50. 14 miles So. of Chico at Hwy. 99E and Gage Shipp Road.

SUNDAY, AUGUST 31st

MOTOCROSS Second in CMC Anniversary Series. Saddleback Park, Cal. Six race series alternating each week between Saddleback Park and Carlsbad. Greeves Griffon to series winner. Post entry \$10. Mail entry \$5 to P.O. Box 1334 Huntington Beach, Cal. Info: (714) 539-3328.

TT SCRAMBLES by T.T. M.C. Dist. 37 point run. On Talbert Ave. 1/2 mi. W. of Beach Blvd. Info: (714) 897-4458.

PROFESSIONAL MOTOCROSS Sears, Roebuck sanct. at Ascot Park, 184th & Vermont, Gardena, Cal. All proceeds to U.S.M.X. Team. Any license accepted. Practice 10 a.m., 1st Moto 1am. Dig it! For info call 423-0431.

AFM ROAD RACE at Orange County Intl. Raceway. Production bikes, Two 45 min. races for 0-200cc. Three 1 hour races for 200-1000cc. Info: (714) 838-3588.

HILL CLIMB, Monte Carlo, by Nevada Trail Blazers. AMA Sanct. 10 miles So. of Reno, Nev. Lined from 4th and Virginia Sts. Sign-up at 9 a.m. Climbing at Noon.

EUROPEAN SCRAMBLES by Coachella Valley M.C. AMA Dist. 37 point run. Race through town. Pioneertown, Cal. Lined from Yucca Valley. Paved roads to pits. 6 mile loops, camping facilities, two dances Sat. night. Have a cool one at the Red Dog.

MONDAY, SEPTEMBER 1st

TT SCRAMBLES by Sacramento Trackers M.C. at Sacramento Natl. Raceway. Sign-ups and practice at 9 a.m. races at noon.

EUROPEAN SCRAMBLES by Crestline M.C. at Deadman's Point, Cal. Near Apple Valley. AMA Dist. 37 point run. Six one hr. races. First race at 7 a.m. Camping and restaurant avail. Info: (714) 882-1818.

PROFESSIONAL HALF MILE. At San Jose County Fairgrounds. \$1200 purse. AMA Sanct. Trials at 11 a.m. racing at 2:30 p.m. Adults \$3.00 Kids 75¢.

SCRAMBLES By Nevada Trail Blazers. 5 miles north of Reno, Nev. Lined from 4th and Virginia Sts. AMA Sanct. Sign-up at 9 a.m. racing at Noon.

FRIDAY, SEPTEMBER 5th

TT RACES; CHAMPIONSHIP: \$900.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Ore. 97045. 632-3857 after 7 p.m. or 234-7388 (weekdays). Rainout date - Sun., Sept. 7th - 6 p.m.

SAT. AND SUN., SEPT. 6 and 7th

ROAD RUN. Overnighter by Norwalk Rockets. Info: (213) 863-5339.

SATURDAY, SEPTEMBER 6th

TRAILBIKE RACE, CIBOLA 100. By the Professional Trail Riding Assn. at Zuni, New Mexico. \$25 Entry. Write to P.T. R.A., P.O. Box 18385 Wichita, Kansas 67218 for entry and license.

INDOOR SPEEDWAY by Bear Enterprises to SUN. Sports Arena. Info: 4CHANGED.

SHORT TRACK at Petaluma, Cal. Fairgrounds, AMA Sanct. \$600 purse.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl. Raceway, Cal. Practice and sign-ups at 6 p.m. race at 8:30.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. 14 miles S. of Chico at Hwy 99E and Gage Shippe Rd. AMA Sanct. Info: (916) 877-3395.

NIGHT MOTOCROSS by CMC at Fontana Intl. Raceway, Cal. \$300 purse for Juniors, all classes, good lights, grandstands and refreshments. Info: (714) 539-3328.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. Practice and sign-up at 6 p.m. first race at 8.

PROFESSIONAL SHORT TRACK at Oregon Sidewinders M.C. track S.E. 82nd and Lawnfield Road, Clackamas, Ore. 8 Mi. south of Portland. AMA Sanct. \$600 min. purse. 250cc Nov., Am., Ex. 8 p.m. start. Info: 632-3857 after 7 p.m. or 234-7388 weekdays.

(Continued on page 3)

Tear Out and Present at Box Office

J. C. AGAJANIAN Presents . A M A
Half-Mile Every Friday Nite 8:15

Motorcycle Races

TT's 1st Sat. Nite each month - 8:15

Worlds Fastest Action 1/2 Mile and T.T. Dirt Track

PASS SAVE
FOR TWO 50¢ Ascot

Per-Person On Each Adult Ticket

18400 S. Vermont-Gardena
Easily Reached - Just Off
Harbor & San Diego Frwys.

DISCOUNT PASS



SATURDAY SEPT. 6th

MOTORCYCLE RACES by The Rainier Sportsman's Club at Rodeo Grounds, Rainier, Wash., Hwy. 507 between Yelm and Tenino. Covered grandstands and concessions. First race at 8 p.m.

SUNDAY, SEPTEMBER 7th

SMRA TRIPLE HEADER, Fort Worth, Tex. European style motocross races, drag races and road races, production and GP classes, AMA points, Green Valley Raceway, Fort Worth, Tex. Info: (915) 949-1030.

PROFESSIONAL MOTOCROSS by Pan American Racing Assn. in Zuni, New Mexico, 38 miles south of Gallup on Hwy. 32, FIM Sanct. For entry or info, write Pan American Racing Assn, P.O. Box 18385, Wichita, Kansas 67218.

EUROPEAN SCRAMBLES by Sage Hoppers M.C. at Rosarita Beach, Mexico. AMA Sanct. Original course. Pract. and camping Sat. and Sun. Experts start 11 a.m. Info: (714) 753-2907.

TRIALS RIDING SCHOOL by S.T.C.A. at Saddleback Park, Cal.

HILLCLIMB at Outlaw Canyon, Bakersfield, Cal. between Hart Park and Ming Lake. AMA Sanct. Info: (805) 871-4555.

MOTOCROSS by Orange County M.C. at Saddleback Park, Cal. AMA points, post entry open at 8 a.m.

MOTOCROSS by Prospectors M.C. run under ACA at Bay Mare Ranch 9 a.m. start, 3 motos, 3 number plates, \$7 post entry, \$5 mail entry to Dave Smith, 537 Penn, El Segundo, Cal. 90245. Info: 322-4297.

INDOOR SPEEDWAY at L.A. Sports Arena by Great Bear Enterprises. Info: (213) 437-6717.

SAT. AND SUN., SEPT. 13 and 14th ROAD RUN McFarland Run by California Eagles M.C. Info: (213) 925-7290.

GOLD COAST TOUR by Salinas Ramblers M.C. Pins and AMA tour awards to all riders. First check Cycle Center of Salinas, 317 West Market St., Salinas, Cal. Write there for entry.

SATURDAY, SEPTEMBER 13th

SHORT TRACK at Old California State Fairgrounds, Sacramento, Cal. AMA Sanct. First race 8:30 p.m.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. 14 miles So. of Chico at Hwy. 99 E and Gage Shippe Rd. AMA Sanct. High Point trophies at end of season. Info: (916) 877-3395.

SIMI VALLEY M.C. PRESENTS

Nighttime TT Racing at

Elsinore Race Track

Saturday August 23rd

Gates Open...3 p.m.
Practice...5 p.m.
Race Starts...6 p.m.
Admission \$1.00 - Entry \$2.50
Children under 12 FREE

For Info call (805) 527-3640

SUPER FUN FOR ALL DISTRICT 37 POINTS CLASS C TRACTION

DON'T MISS THIS ONE RACING UNDER THE LIGHTS

For A Few Dollars More

Ride 6

NOT JUST ONE

Motocross Events

Aug. 24 - Carlsbad Raceway

Camping for spectators as well as riders at Carlsbad ONLY

Aug. 31 - Saddleback Park

Gates open 7:30 a.m. - First event 11:00 a.m.
CMC Membership Required - \$2.00 per year

To Overall Winner a NEW

Griffon

Spectators FREE Parking
FREE Programs

At Each Event Cash for Experts
Championship Trophies for Juniors

\$5.00 mail per race -- \$10.00 post
Entries to: CMC P.O. Box 1334 Huntington Beach, Cal.

BAY MARE PRESENTS

COMBO-CROSS SEPT. 14th

35 Riders to Vegas
Plus Wife - Friend - Girl

RACE

70 People Go FOR LAS VEGAS

★COMBO-CROSS

1/3 MOTOCROSS - 1/3 GP Course
Fun for TT - Desert - Motocross Riders
NO MUD

★ 3 RACES Per Class

Jr. & Sr. ACA Cards
125 - 250 - 500-Open CMC Accepted

WIN \$71.99

3 days Value 2 nights in Vegas
Trip for Two

6th Place and back HOOLIGAN

For all classes for 5 added trips

1st 2nd 3rd 4th 5th

WIN \$71.99 3 days Value 2 nights in Vegas
Trip for Two

\$5. Fun Thing

Mail Entry to Bay Mare
6605 Desoto St. Canoga Park, Cal.

\$10. Post Entry

at the gate

\$1.50

at the gate

ALL TRIP CERTIFICATES PRESENTED - AFTER RACES

Kids FREE

\$2519.65 Worth of Trips

the ACTION'S at SADDLEBACK

orange county's motor playground

AUGUST 24
Mini-Bike Meet; SCTA Riding School.

SEPTEMBER 7
SCTA Riding School.

SEPTEMBER 14
ACA Motocross.

SEPTEMBER 21
Mini-Bike Meet; SCTA Riding School.

SEPTEMBER 28
Saddleback Scrambles.

Twilight Special: 5-7 p.m. for \$1.
Open Weekends 8 a.m. to 7 p.m.;
Weekdays 9-7.

Admission \$2.50; Juniors & Minis \$1.50.

SADDLEBACK Park

BOX 2455, Orange, California 92667

SOUTHWEST MOTORCYCLE RACING ASSOCIATION

INTERNATIONAL GRAND PRIX MOTORCYCLE

ALL CLASSES
BEAUTIFUL TROPHIES
MERCHANDISE AWARDS

ROAD RACES and DRAG RACES

(RAIN OR SHINE)

SUNDAY JULY 27, 1969 at 2:00 P.M.

8:00 A.M. ENTRY & PRACTICE
11:00 A.M. MOTO CROSS RACES
2:00 P.M. DRAG RACES

ADDED ATTRACTION!!!

BIG MOTO-CROSS

EUROPEAN STYLE

FLASH!!!

Tim Hart "Montesa Hot Shoe" is coming back from the coast and will be in Dallas, Texas at Universal Motors, 214 (321-1111) September the 4th through the 10th...Go by and say hello and make plans to attend the special motocross school conducted by Tim Saturday, September the 6th

at GREEN VALLEY RACEWAY

TRACK LOCATED 10 MILES NORTHWEST OF FORT WORTH, TEXAS ON FM 1938 AT SMITHFIELD

Admission \$2.50

Dude Criswell Presents
Authentic European

Children under 12 free

Motorcycle **SPEEDWAY**

22 Event Program

Every Sat. Night

8:30 p.m.

Whiteman Stadium

13020 Pierce St.

Pacoima

Free Parking

**SEPTEMBER 13th**

SHORT TRACK AMA PROFESSIONAL. Dixon Fairgrounds, 20 miles W. of Sacramento, Cal. \$600 purse, third mile dirt track.

SHORT TRACK by Sacramento Trackers M.C. At Sacramento Natl. Raceway, Cal. Sign-up and pract. 6 p.m. First race at 8 p.m.

SUNDAY, SEPTEMBER 14th

COMBOCROSS 1/3 motocross, 1/3 TT and 1/3 GP course. No mud. 3 races per class. First 5 in class win trips to Las Vegas. Hooligan for 5 more trips, 70 in all. \$5 mail entry to Bay Mare Fun, 6605 DeSoto St., Canoga Park, Cal.

MOTOCROSS by Seafair City M.C. 2 miles E. of Renton, Wash. on Maple Valley Hwy. at Aqua Barn Ranch. AMA Professional \$1200 purse, 50 trophies for sportsmen. Mail \$4 Pro, \$2 Sports, to: Seafair City M.C., P.O. Box 3268, Federal Way, Wash. 98002.

MOTOCROSS by Golden Eagles M.C. on the International MX course Dallas, Tex. Info: (214) 358-5577.

AMA 25-MILE NATIONAL at Old California State Fairgrounds, Broadway and Stockton, Sacramento, Cal. Gates open at 9 a.m. first race 2:30 p.m. \$12,500 purse. Info: (213) 358-5577.

Crestline M.C.
European
Scrambles
SEPT. 1st

FOOD * CAMPING * FACILITIES

ALL EVENTS RUN 1HR.District 37 Point Run **Deadmans Point**

FREE Adult Refreshments at 3 p.m.

Bushes & Rocks
will be marked**6 EVENTS**

0-100cc Nov. - Start 7 a.m.
 0-100cc Am/Ex. - 8:30 a.m.
 250cc Nov. - 10 a.m.
 250cc Am/Ex. - 11:30 a.m.
 Open Nov. - 1 p.m.
 Open Am/Ex. - 2:30pm


Orange
County
International
Raceway
ALL PRODUCTION
ROAD RACE
AUG 31

3 - 1 hour - 201-1000cc Production Races
 2 - 45 min. - 0-200cc Production Races

Gates Open 8 a.m. - First Race 11:30 a.m. - Admission \$2.50

MOTOCROSS by ACA at Saddleback Park, Cal. Info: (714) 528-4290.

SAT., SUN., SEPTEMBER 20-21st

CAMPOUT by Golden Banner M.C., 4937 Marysville Blvd., Sacramento, Cal. 95838. Info: 922-6448.

ROAD RUN Overnighter by Oxnard M.C. Info: (213) 860-2055 or (805) 487-4080.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m. racing starts at 8:30. Ride or watch \$1.50. 14 miles So. of Chico at Hwy. 99 E and Gage Shippe Road.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. AMA Sanct. Practice and sign-up at 6 p.m. first race at 8.

SUNDAY, SEPTEMBER 21st

MOTORCYCLE RACES by Rainier Sportsman's Club at Rainier, Wash. Rodeo Grounds. Hwy 507 between Yelm and Tenino. Special race for Mini's. Pract. 12:30 p.m. first race at 1 p.m.

TT RACES at Tijuana, Mex. Autodromo. All classes. Sign-up closes at 11:30. First race at Noon. Three miles past Agua Caliente Track.

ROAD RACE. AFM Championship at Carlsbad Raceway, Cal. Mail entry to: AFM S.D. Chapter P.O. Box 3371, La Mesa, Cal. 92041.

MOTOCROSS. Third in CMC Anniversary Series. Carlsbad, Cal. Six race series alternating each week between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry \$10. Mail entry \$5 to P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

FRI., SAT., SUN., SEPT. 26, 27, 28th
 BIKE AND BUGGY SHOW. By Northridge Rotary Club. Info: (213) 588-4551.

SAT., SUN., SEPT. 27 and 28th

ROAD RUN. Redwood Tour by Napa M.C. Rain or Shine. Info: (707) 224-6167.

SATURDAY, SEPTEMBER 27th

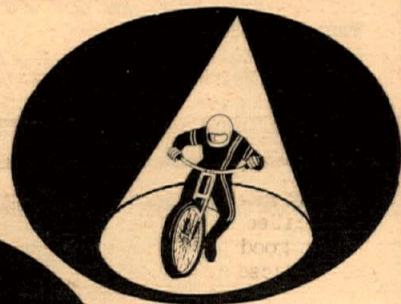
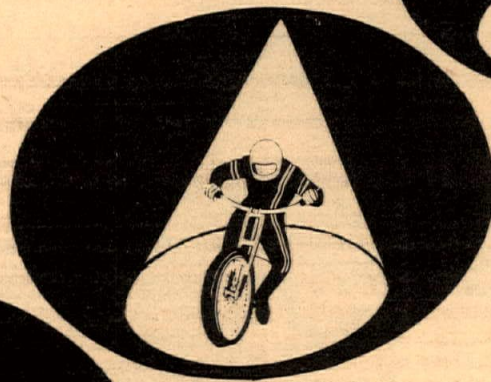
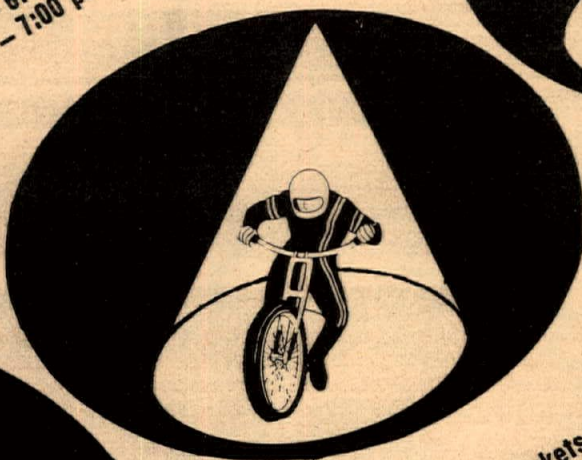
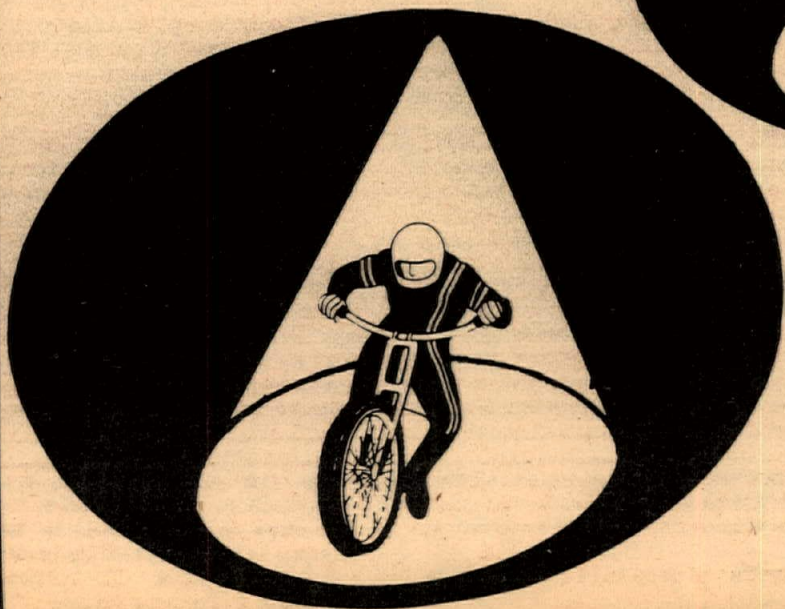
SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. Sign-up at 6 p.m. First race at 8 p.m. AMA Sanct.

SUNDAY, SEPTEMBER 28th

MOTOCROSS. Fourth in CMC Anniversary Series. Saddleback Park, Cal. Greeves Griffon to series winner. \$10 Post entry. \$5 mail entry to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

MOTOCROSS at Hellonahill Raceway. 30 Miles East of San Diego, Cal. on Hwy. 94. Second in three race series. American Eagle Moto cross bike to series winner.

Early to bed and early to ride gets you a better parking place.

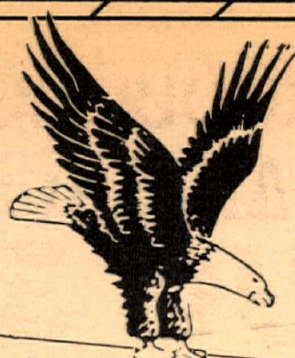
CALIFORNIA
SPEEDWAY
CHAMPIONSHIPS
L.A. SPORTS ARENA
AUG. 30 - SEPT. 7 - SEPT. 13
 Gates Open - 6:30 p.m.
 Races Start - 8:30 p.m.
 Sept. 7th
 Gates Open - 6:00 p.m.
 Races Start - 7:00 p.m.


Reserve Tickets now for all 3 dates
 Tickets available at all mutual agencies
 Wallick's Music City - Ralphs Markets - Bullocks
 House of Yamaha
 11971 Santa Monica Blvd.
 W. Los Angeles - (213) 473-6717
 L.A. Sports Arena
 3939 S. Figueroa - (213) 748-6131

CUT OUT AND MAIL

Please reserve _____ seats Reserved sec. _____
 General Admission _____

Reserved seats \$4.00 - General Admission \$3.00
 Children under 12 1/2 price (when accompanied by adult)
 Mail all orders to: House of Yamaha
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"America's Weekly
Motorcycle Newspaper"

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VOICES OF THE WEST

HELL'S ANGELS INVITATION

Dear Chuck,

You and Cucle News put it right where it's at when you answered the Harvard Psuchiatrist who said that motorcycle riders were really weak and impotent with a poor self image and a deep seated fear of women.

I had planned to answer his statement when I ready it but you put it so well that there was nothing left to day.

If Dr. Nicholi wants to learn more about the motorcyclists he is writing about, he is invited to come out to California and ride with the Hell's Angles for a while and then he can tell us if he still believes that motorcycle riders are inadequate as men.

Sincerely,
RALPH BARGER, Jr.
President, Hell's Angels California

AN ANSWER, MAYBE?

I would like to make a comment on our TT-Scrambles situation. I agree fully that there aren't enough honest to goodness TT tracks around anymore in District 37.

South Bay Speedway seems to be an awfully good track but for me, and I know lots of other riders feel that San Diego is a long way to go to race. So those in District 37 who feel that all the good tracks are gone, come to Adelanto, it's fast, (and fast enough for the big bikes to really get with it) and it's smooth.

They run there fairly often and a fine club called The Desert Phantoms put on really good point races. So if you have never raced at Adelanto try it, Nuff said?

CURT STINE

#753x

Palmdale, Calif.

"A WORD TO THE WIVES" ABOUT COOPER'S VIEWS

Woman, like many other products of this world has been held down (oppressed) since time began. Oppression has never really made anyone happy. It makes woman less of a woman, less of a wife, less of a mother. And the world needs more good mothers, good wives, good woman. When the day comes when we can compete equally with woman, the different races, the different political viewpoints, different religious beliefs, accepting them as they are and allowing them to be heard and understood without fear of repression we will have taken one giant step nearer our goal in life.

I am all for; girls in the pits, competition with girls and women on an equal basis (equal rights), bellyaching, hollering, cussing when something gripes you (free speech), a chance to spout-off in writing (free press), a chance to show your feeling through painting, sculpture, photography, art, literature, bike racing, politics, religion, science, physical fitness or unfitness (freedom of expression).

I welcome competition from women, little guys 6 years old, black people, brown people, fat people, racists, hypocrites, politicians, religious people, atheists, small bike riders, big bore riders, cheaters, squares, dirty old men and dirty old woman. And no matter where I finish in this (open competition) if I have done the very best I could do I will have achieved personal satisfaction from knowing that I had competed with the very best. (Happiness).

Happiness brings me then closer to

God and isn't that why I have been chasing myself in circles all these years? Love to all

Ray Cooper
Norwalk, Cal.

"DIGGER" HELM IS ALIVE AND WELL

Being an ex-racer, I am very interested in the point standings. Every week I finger through the paper to see who is in the point lead. When it's there, it's harder than hell to find. If this can't be put in a simple place to find, what about this. The week before the National you always have a short "flash" in the paper about the upcoming race. How about listing the points that will be awarded? It would sure help.

I would like to thank all of my old racing buddies that stopped by to say hello. I am now back at the mortuary, but it wasn't a very happy return. Just five days after I started back to work, Fred Nix was killed. I handled all of the arrangements, and it was one of the hardest things I ever did. Fred was a true champion, on and off of the track. I was also very sad to hear that my good buddy Joe Messaros was killed. He and I spent most of the 1962 and 1963 season waving at each other on the road race

tracks around the nation. We had our own private little war going to see who would get the most points. On a couple of his trips to Calif. for the Nationals, he stayed with me. My deepest sympathy goes out to his family.

"DIGGER" MARSHALL HELM
Bakersfield, Cal.

FOUND: SIX TROPHIES

The Prospectors M/C would like to enlist the aid of Cycle News.

We have tried for some time now to follow our runs with swingin' little trophy presentations featuring super nice trophies. It seems we always end up with quite a few that are never claimed and after sitting around for a while, they get dirty, broken, etc. It is very discouraging to try and get these to the right people with no results. And we do go through quite a bit, like checking the entry blanks, writing letters, telephoning, running ads (in Cycle News, of course) and finally end up mailing them out only to have them returned unclaimed (if we're lucky) and usually in worse shape than they left. So if we may recruit you to publish this letter with the following names of unclaimed trophy owners, it would be greatly appreciated.

PROSPECTORS EUROPEAN SCRAMBLES of December 1968 - Novice Trailbike: Robert Nieman.

PROSPECTORS GOLDRUSH ENDURO of February 1969 - "B" Lightweight: B. Springman.

PROSPECTORS HARE SCRAMBLES of June 1969 - Trailbike Novice: David Simmons; 250cc Novice: D. Richards; 500cc Novice: L. Lehigh; Trailbike Am.: Randy Klassen.

If these people or anyone knowing them would contact me at 537 Penn St., El Segundo 90245, Calif. Phone (213) 322-4297 I am sure we can get together and get these trophies to their owners.

Our trophies represent a substantial amount of money, for example; most of the above come equipped with very nice radios. The investment is well over \$100 for just the six mentioned. I would think that if people didn't really care about receiving trophies, they might inform us so we might make better use of the money, like a donation to Rescue 3 or some other cause.

DAVE SMITH
Prospectors M.C.

BIRT HURT

I want to extend my thanks to everyone who helped me after my crash at the Deadman's Point European scrambles. A lot of people that were racing stopped to see if I was all right and to look after me. Many of these people I didn't even know but I guess they knew me because they said, "Hey, that's E.C." and stopped. I am especially grateful to Rescue 3 and to the Broya Holcomb family for seeing to it that I was taken to the hospital. I might be riding in about three weeks, but I guess I'll be a little slower for a while.

COMMENT: E.C. is now at home at 4566 W. 165th St., Lawndale, Cal., recovering from shoulder and rib injuries. He phoned in his letter of gratitude because his arm hasn't healed enough to allow him to write.

Bixby Slough Problems Come Up Again

By Eric Raits

Last week's San Pedro Nationals were interrupted by a black and white unit of the Los Angeles Police Department. "I'm going to give you three minutes to clear the area and then the wagons will be sent for and we'll haul you in," the loudspeaker boomed.

Most of us clustered around the police car and tried to find out what was happening. The gendarme, a Sergeant Snow, explained that many complaints had come in about the noise and dust caused by motorcyclists riding in the area across from the San Pedro Drive-In Theater. We were unable to pin him down at first as to who exactly had done the complaining. Finally Sgt. Snow said dust was settling on Police cars parked at the Police station just over the crest of the hill. We all know that dusty police cars are an abomination and hinder law enforcement but suggested that if the cars got dusty enough, each policeman could play like he was driving an unmarked car. All we received for our suggestion were threats.

The upshot of it seems to be if everyone using this area would stay down in the "bowl" or flat area, and not ride over the dirt hills near the police station, we will be allowed to use the area. Officer Snow said the noise and dust is not as noticeable if riders stay off the hills.

Beggars can't be choosers, and dirt riders who don't wish to drive 100 miles to the desert after a hard day at work are definitely getting in the same category as beggars.

The Recreation and Parks Commission informs us bids for development of the Slough are due back to the commission "about now" and contractors doing work there will probably fence the area.

We still have a little time; final bids will have to be approved by the commission but it looks as if the broken glass and cattail setting will be gone to us sometime in the near future.

CYCLE NEWS EXPANDS A LITTLE New Home For Growing Newspaper



New office is western in design, twice the size of old offices.

This week Cycle News moved into its new, larger offices at 2499 Cerritos Ave. in the little community of Signal Hill, Calif. At the same time its publishers, Charles and Sharon Clayton, announced that the motorcyclists' newspaper recently completed incorporation in the state of California and the parent company is now called Cycle News, Inc.

Finding its staff of 12 cramped in their old building at 6477 N. Long Beach Blvd., and with the new Artesia Freeway destined to expropriate the site, the publishers decided to move. The new Signal Hill offices are double the size of the old location and more telephone lines have been added to handle a constantly growing flow of information. Although the new office is in Signal Hill, the Post Office address is Long Beach, Calif. 90806.

The old Cycle News building will be used as a distribution center for the paper until it is taken by the Freeway.

From its beginning in 1958 until purchased by the present publishers four years ago, the weekly motorcycle newspaper, under different names, went through a number of owners, never rising above 5,500 circulation.

Weekly paid circulation of Cycle News West now stands at approximately 30,000. A second edition, Cycle News East, headquartered in Ohio, circulates about 15,000 bi-weekly.

"Cycle News is like a daily newspaper published once a week," says publisher Chuck Clayton. "We gather news of all the events that take place on Sunday and print it in the paper on Monday. To be able to do this with our small staff requires an ultra-efficient office layout. At last we have it."

Local readers and those passing through are invited to drop in at the new office and get acquainted.

MAMMOTH MOUNTAIN MOTOCROSS SEPTEMBER 6 AND 7 1969

PRESENTED BY

High Sierra Motorcycle Club

John DeSoto • Lars Larsson • Bill Silverthorn • Gene Canaday • Mike Runyard • Bruce Baron • Steve Scott • Tom Rapp • Preston Petty • Lon Peterson • Mike & Steve Bast • Gary Conrad • J.N. Roberts • Tim Hart • Walt Axthelm • Claes Nelsen • Dave Smith • Bob & Jonn Maynard • Brad Lackey • Feets Minert • Al Baker • Mike Patrick

Are Coming - How About YOU?

Manufacturers teams from Maico - Penton - Husqvarna - Sachs - CZ - Bultaco - American Eagle - Montesa - BSA - Yamaha - Rickman

Location - 3 hours south of Reno

6 1/2 hours east of San Francisco

4 1/2 hours north of Los Angeles

Lined from: U.S. 395 north from Tom's Place and south from June Lake Junction, both turning at Mammoth Lakes Junction.

Campgrounds Nearby - Motels within 3 miles

CLASSES - Sept. 6 Sept. 7
Jr. & Sr. 0-125 Sr. 126-250
Jr. 126-250 Jr. & Sr. 251-Open

PRIZES - Jr. Div. really neat trophies & FREE tank of gas to 1st place in each class.

Sr. Div. 1st - \$200.00 125 Sr. Div. 1st - \$125.00
250 & 500 2nd - \$100.00 2nd - \$ 50.00
3rd - \$ 50.00 3rd - \$ 25.00

more cash prizes if the number of entrants necessitate this.

ENTRY - Jr. \$3.00 mail - \$5.00 post
Sr. \$7.00 mail - \$15.00 post

MAIL ENTRIES CLOSE SEPTEMBER 1st

Elevation 8,000 feet - **Be sure to bring jets**

PRACTICE - 7:30 to 9:30 each day - RACE TIME 10 a.m.

TIRES - Knobbies - 3 number plates required

MANDATORY TECH INSPECTION

Clean Rest Rooms - Food & Beverages at Track

Course - Loam soil, sand pit, water

Admission - Spectators \$1.00 Children under 12 yrs. FREE with adults
Ambulances in attendance

SOMETHING EXTRA - Honda Trail 90 to be raffled off September 7

(Detach along this line)

No. for this event	Div.	Class
	Jr.	Sr.

DO NOT WRITE IN THIS SPACE

Name _____
Street _____
City _____ State _____
Age* _____ Riding No. _____
Make of machine _____
CC _____ Engine No. _____
Club _____
Sponsored by _____

Under the rules set forth by the High Sierra Motorcycle Club, I hereby agree to conform to and comply with the rules governing this contest, and I further agree to hold blameless the High Sierra Motorcycle Club, their respective officials, servants agents lessees, local management, entrants, track owners, property owners, and first aid attendants for any loss or injury to myself or property, in which I may become involved by reason of participation in this event. I do also agree to assume whole responsibility for any personal or property damage which I may initiate and/or incur. My signature on this entry blank, certifies that I have read this form in its entirety and that I agree to all of the above.

*If entrant is under 21 yrs. of age, NOTARIZED signature of parent or guardian is required.

Signature of entrant _____

NOTARIZED Signature of parent or guardian _____

OFFICIAL MAMMOTH MTN. MOTO-X 1969 ENTRY

MAMMOTH LAKES

Indoor Speedway This Month

Speedway motorcycles will race indoors in Los Angeles for the first time ever, in a series of three American Legion-sponsored Saturday night events beginning Aug. 30 at the Sports Arena.

The exciting Class A speedway bikes, which are currently making a comeback after years of inactivity in this country, will run on a dirt track specially built inside the arena.

Most top riders in the U.S. will compete, including national Class A champion Rick Woods of Costa Mesa and California champ Sonny Nutter of Culver City.

The exotic fuel-burning 500cc machines they ride will hit speeds of 60 m.p.h. while sliding sideways around the slightly banked dirt course virtually in the laps of the spectators.

The program is a series of 24 four-lap races, all but the three main events from scratch and the feature events with handicaps of up to 40 yards. There will be four riders in each race.

In these sprints the riders throw their bikes into one continual drift, leaving their machines over but "standing up" on them to get more weight on the tires and better traction in the dirt.

The straight-up style of riding common in Europe was introduced here last fall by touring world champions Ivan Mauger and Barry Briggs of New Zealand. Since adapting to the style, local stars have shattered course records set by the visiting foreigners.

Class A speedway motorcycle racing was one of Los Angeles' favorite entertainments during the 1930s. Weekly races were held at Lincoln Park and Gilmore Stadium.

Tickets, \$3 and \$4 with children 12 and under half price, are on sale at the Sports Arena, Computicket locations, Wallichs and Mutual Agencies.

Full House, Good Show At Cycleland

By J. Noffsinger

CHICO, CAL., Aug. 9, 1969 - Cycleland Speedway, Chico, showed its wealth of riders to the capacity crowd with the result being very enjoyable to everyone. Each week new riders show up, in fact Lee Stumpfenhaus of N. Hollywood, one of the top S. Calif. riders was in attendance to take on the locals in the 250cc class. Lee is one of the number one riders at Trojan Speedway in South Gate, Calif.

I timed the scratch and the handicap mains to get comparison times for the three classes. The 100cc scratch main was put away on Charles McGinsey on a Suzuki in 2 minutes and 40 seconds; the 200cc scratch main was won by Joe Allen on a Kawasaki in 2 minutes and 38 seconds; and the 250cc scratch main by Jim Crenshaw on a Yamaha in 2 minutes and 38 seconds. The 100's were only some 2 seconds slower than the 200's and 250's.

The handicap main in the 100cc class was put away by Mr. Speed, John Grant on a Moto Beta in 2 minutes and 18 seconds. Jerry Spain on a Ossa put away the 200cc class in a time of 2 minutes and 15 seconds, and Paul Minor, Jr. on a Bultaco really flew in the 250cc class winning in 2 minutes and 8 seconds. It did appear that the 250's average about 1-2 seconds faster a lap than the 100's.

We also had an exhibition by various riders on two Speedway bikes. The bikes were both some 35 years of age, however appeared to be in mint condition. The extra horsepower and ease of handling really made it easy for the riders to cruise the track with nice sweeping slides around the corners.

(Results on page 20)

CBM REVIVES CARSON CITY TOUR

By Robert O. Fee

Road riding motorcyclists who like to ride-ride-ride will get their opportunity Labor Day on the Carson City Bonanza Tour, August 31 and September 1 and 2.

The Committee for Better Motorcycling, recently re-organized by Howard Eble, will promote the three day event. Eble announced that the Mint Casino will be the headquarters again and a full schedule of activities are planned for the riders.

Sign in (at the Mint) will open Saturday morning, August 31st at 8 a.m. and the riders will be registered through 8 p.m. Saturday at noon there will be a field meet for those cyclists desiring to test

their skill while resting their luck. Following, in air conditioned comfort, there will be a pool tournament and Indian wrestling contests. Dancing to a live band will be offered both Saturday and Sunday evenings. Conducted Tours of historic Virginia City will also be offered if there is an interest shown in the side trip.

The Sunday parade will take the motorcyclists through the downtown district to Mills Park where the individual and club judging will take place.

Returning to the Mint, individual family type games will be held along with Bingo.

Trophies will be awarded Sunday afternoon, then it's chow time featuring an all-you-can-eat chuck wagon buffet.

Eble was questioned if the CBM activity did not represent a conflict of interest as the Pine Cone Rally, an RRC activity is taking place the same week-end.

"Not at all," he replied. Our (CBM) flyers for Carson City even plug the Pine Cone event to those riders who don't care to make the 450 mile ride to the Nevada city.

Eble expects many riders to sign in on the Pine Cone Rally to get their activity points and then ride on to Carson just for the fun of riding instead of parking over the long holiday.

Riders attending Carson City will also receive a very nice metal tour pin similar to the AMA's 1969 Tour award.

TECHNICALITEZE

Used video-tape makes very good motocross course markers that can't injure riders, won't tangle up in a machine, is weather proof, and doesn't break easily. Most local T.V. stations will be glad to have you cart it away.

THE ALEXANDER
COMPETITION RIDERS

A LADY LOOKS AT MOTOCROSS



By Kathy Ehinger

Most people today have the idea that the words motorcycle and outlaw go hand in hand. I too made this assumption until I met a guy who rode for fun and raced for excitement. This same guy invited me to watch him race. Expecting to be bored to death, I took a book along to read (I didn't read a line that day). My first impression was, "Wow, this is fantastic!" The romance didn't work out, but I was hooked on Moto cross just the same.

At the latest race, July 20, at Elkhorn, Wisconsin I realized why these races turn me on so. Every girl likes a man who is all man without being a brute. This is the type of guy who races Motocross. There is no room for boys on the tough, rugged track at Elkhorn.

My fascination with speed and excitement also had a lot to do with getting "hooked." At the start of each heat my heart almost stops until all the guys are safely over the first hill and around the first curve. No matter who he is, I feel as if I were on the bike with him when a racer takes a spill. But win or lose, any guy who can finish three heats on this track is still a winner as far as this writer is concerned.

I'm usually pretty brave and will try anything once to see if I can do it. However, I think I'll be content to watch from the sidelines as the greatest bunch of guys I've ever known give everyone an exciting day of racing (Besides, they wouldn't let me ride their bikes if I paid them).

Tim In The Hart Of Texas. Delgado's Honda Road Race Winner. Thomas Tops At Drags.

Story and Photos by Tom Beesley

FORT WORTH, TEXAS July 27, 1969 — The word is getting around that when the Southwest Motorcycle Racing Association down in Texas puts on one of its International Grand Prix motorcycle race meets, that's where the action is.

The SMRA held another big, action packed triple header meet July 27th in the Dallas Ft. Worth area at Green Valley Raceway.

Green Valley is one of the local big drag strips and road racing plant. The road course is 1.8 miles long and is short and narrow for automobiles but is just about right for the two-wheelers.

The start-finish line for the bikes is the starting line of the drag strip. The machines run through the 1/4 mile then up the hill to the hairpin first turn. Then back down the dragsters return road and into a hard right hander. After a bumpy ride down the short back chute, the riders go into a sweeping left hander that crosses a concrete sided bridge (no hay bales, either) before emptying out onto the straight. It gets really interesting watching the TT type bikes barrel through the sweeper with the front wheel cocked sideways and the riders elbows about chin level.

Around noon on the 27th, while the road racers were still practicing, the motocrossers were getting after it in the woods across the creek from the road race pits.

The European style motocross races were run with two 15 minute heat races in 125, 250 and open classes.

The 125s ran first and Billy Kasson, Penton; Ole J. Finstad, Sachs; Al Locke, Bultaco and Richard Rose, Yamaha, (First through fourth in that order) emerged from the swarm to gather trophies and merchandise awards.

Mark Moore from Plano, Texas on his CZ took a step up in SMRA points standings with a two-in-a-row victory in the 250 race.

Moore did the same thing last May at Green Valley only he did it in unbelievable mud last time. Now the mud had turned to choking dust, but that didn't slow Moore down any.

Second in the 250 race was Ed Terrell, Husky, and third and fourth were taken by Alan Dye, Ossa, and Ronnie Hutchins, Bultaco.

The Open class race was the big show of the day as far as the motocross was concerned.

Montesa team rider Tim Hart had come all the way from Torrance, California to "put it on" the locals and he did just that. Second place finisher Gayle Bradley riding a CZ for Competition Cycle Sales in Fort Worth chased Hart for all he was worth but Man, there just ain't no way. Anybody that rides like that is either crazy or had E.S.P. with his machine. Hart started the race with a big red Montesa balloon taped to his helmet. Although Hart finished the race way ahead of everybody else, the balloon was a D.N.F. about three-quarters of the way through. How would you feel if you had to ride along with Tim Hart? Wouldn't you burst too?

James Maxwell, Malco, from Seminole, Oklahoma was third behind Hart and Bradley and Phil Oliver, Triumph was fourth.

While the motocrossers were finishing up the Christmas tree had been positioned on the drag strip and the boys were going the quarter-mile route hard and furiously.

Bob Thomas from San Antonio on his ferocious Harley powered dragster smoked the tire to take Top Eliminator.

As soon as the dragsters finished, the Christmas tree was scooted out of the way and the road racers hit the track.

The 100cc GP racers ran first and Houston's Darryl Hurst came home a winner on his Van Tech/Yamaha 100 twin. Johnny Bryant was second on another 100 twin Yamaha and Edward Green on a Suzuki was third.

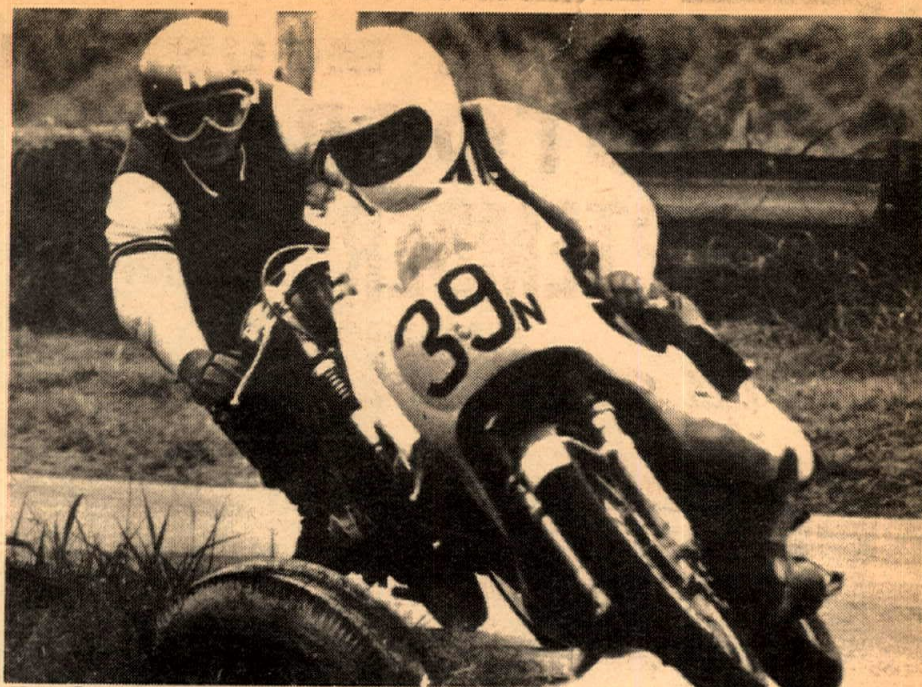
Jim Lutz, rider for Terry's Honda of Ft. Worth, came straight into the pits after a fourth place finish in the 100cc race, jumped on his 200cc Bultaco racer and went right back out to win the 200cc GP event. Mike Kidd, another Bultaco rider, was second; George Johnson, Yamaha, third; and Danny Forke, Honda, fourth.

In the 250 GP race Dallas' Jimmy Anderson (Kawasaki) and Jet Tharp (Yamaha) renewed their big duel for SMRA points. This time Bennie Campbell poked his 250 Suzuki racer in between the two to take second.

Anderson rode his Kawasaki to victory in what was probably his smoothest ride this season. Anderson fell at a hundred per in Austin a couple of months ago at an SMRA meet and in May at Green Valley had a brand new machine to sort out. It looks like he's done it because he's faster than greased lightning. Campbell dogged Anderson for the first half or so of the race but Anderson "let it out a little" and stretched his lead to about twenty lengths or so. It should be remembered that Anderson and Tharp both ride factory built road racers and Campbell's Suzuki was pretty much homemade. Suzuki furnished the engine and frame but it was left up to Campbell to make it go.



Montesa team rider Tim Hart from Torrance, Calif. journeyed to Texas to really put down the locals. The balloon went along for the ride but soon gave it up as too hairy and burst. (Photo by Tom Beesley.)



250cc Grand Prix Winner Jimmy Anderson leans his Kawasaki through Green Valley Raceway's turn two just ahead of second place finisher Bennie Campbell on a 250 Suzuki. (Photo by Tom Beesley.)

Finally, the race that the crowd had been waiting for was due. The big bikes took to the grid and everybody was anxious to see the new and mysterious Honda 4 run. Dan Antilley and his Honda of San Antonio crew had brought the machine and rider Jody Delgado up to Green Valley to try to take the prize from Virgil Davenport and the Big D Cycle Trident team.

Davenport and Delgado had one heck of a race. The Honda didn't have all those bugs in it that lots of people expected and it was fast. Oh, was it fast!

Davenport was riding the same Trident that he and teammate Rusty Bradley rode to victory in the recent Willow Springs 12-hour Endurance race. Theirs is a very fast Trident.

Unfortunately Davenport had troubles with his Trident and it was left to such riders as Bob Lane, Trident, Felipe Terriquez, Trident, and John Campbell, Norton, to chase Delgado.

Felipe Terriquez, up from Monterrey,

Mexico was having his first ride on a stock production Trident. Universal Motors in Dallas furnished the ride and the Mexican 650cc National Champion said that he really like the bike but that there were some little things that he would change if he had one of his own. One thing was that the exhaust pipes were too low and Felipe thoroughly mangled them in the course of the day's racing. Terriquez would like to have a Trident in Mexico but because of some quirk in Customs "Red Tape", he can't get one imported into Mexico.

Rusty Bradley, the Dallas hot-shot road racer, couldn't get his Trident racer running right and in the second turn of the Grand Finale race, he dumped it trying to catch Jim Lutz's Honda 4, J.C. Klusmeyer's Norton and all the Tridents. He said he was just trying a little too hard and gassed it too much in the middle of the turn.

Several thousand fans turned out to Green Valley to watch the races and the pits were full of bikes as usual. The usual variety of little people and big people alike were blazing their respective trails through the pits at about a thousand miles an hour and some of the worst falls of the day were when two (or more) of the "pit racers" came together trying to occupy the same plot of ground at the same instant.

The SMRA (that's Southwest Motorcycle Racing Association, remember?) really puts on some outstanding races. The Stock Production races are popular and very competitive. Even racers that have exotic Grand Prix machinery ride the stock production bikes. Of course, the dealers notice these races because there's no disputing the sales value of stock production racing.

Next stop on the SMRA Circuit will be at Green Valley again on Sept. 7th. Many out-of-state riders are coming to these races and several of the top West Coast racers have vowed to make it to the Valley in September. The SMRA gives some of the most impressive trophies around and they are very liberal with the merchandise awards. And if anybody just wants to race or thinks that road racing is not popular in Texas, just let them show their faces at Green Valley on September 7th.

Norton COMMANDO WINS

Hutchinson 100

Brands Hatch - August, 10 1969

1st Paul Smart - Norton Commando

Norton

Jackrabbits European Scrambles

August 10; 1969

Open Expert Class

1st Tom Maxwell - Norton

Norton Villiers Corporation, 6765 Paramount Blvd.,
Long Beach, Calif. 90805. Tel. (213) 531-7138-9

MANN TAKES SANTA FE SHORT TRACK NATIONAL CHAMPIONSHIP

By Ed Youngblood

HINSDALE, ILL. Aug. 15 — A whopping big field of 47 Experts turned out for the National Short Track at Santa Fe Speedway, and Dick Mann beat 46 of them to end a long dry spell away from the winner's circle.

One of the thrills of the evening was the arrival of Barry Briggs, famed British speedway champion, on a Yamaha that looked like it would have been more at home two weeks before at the York National Hill Climb. Briggs' speedway-short track hybrid had a mile long frame, rear vertical front forks, and handlebars that looked like a divining rod. Californians may be used to such stunts, but mid-westerners had never seen anything like it. During practice laps, with Barry running the turns full song, standing straight up in the saddle, looking like he was about to take to the high side at any moment, the crowd went crazy. Unfortunately, they were to get little more than an exhibition run. During the first heat Barry, who had set fifth fastest time, loaded up on the line, and in National Short Track a cough at the start is no less than a death rattle. He got off dead last and went flying after the pack, the Yammy screaming like a chain saw, but was unable to move up to a transferring position.

Winner of that heat was Sid Carlson, with Californians Grant Brown, Mert Lawwill, and Jim Rice placing second through fourth respectively.

In the second heat Mark Brelsford carried the H-D standard, beating Romero, Palmgren, and Duhammel.

The third heat brought a tooth and claw battle between Bart Markel and Dick Mann, but Bart was unable to overtake the flying red Ossa. Bill O'Brien followed on a Bultaco.

In the final Expert heat Neil Keen, a local favorite, came home on his Yamaha ahead of the Harleys of Jim McMurren and Roger Reimann.

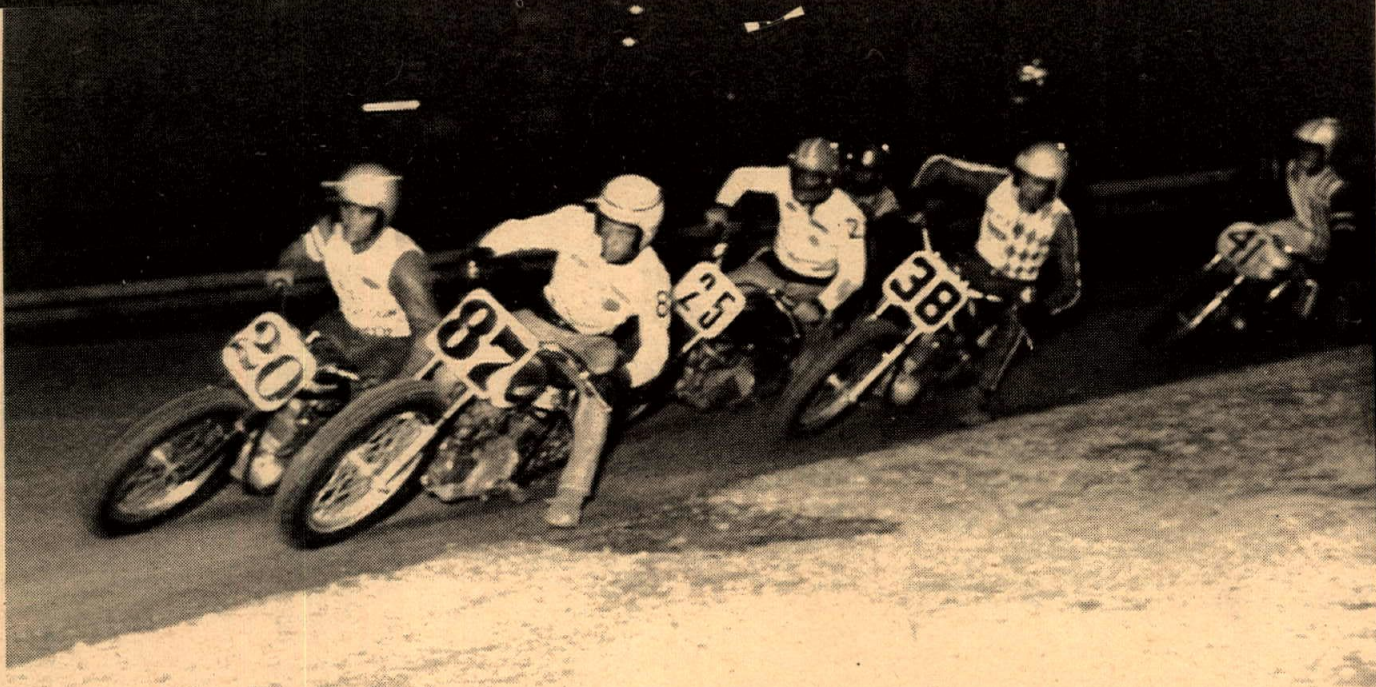
Things were shaping up for a spectacular final with Mann, Markel, and Keen favored. But first the 31 amateurs had at it with Gordon Dusenbury, Ken Pressgrove, and Charlie Chapple winning the heats.

The first Expert Semi brought back the Markel-Mann battle, and this time Bart got sweet revenge, with the same gears and fire, but a good deal more determination. Bart went at it so furiously that his best lap was a full third of a second faster than the best lap of Mark Brelsford, second Semi winner. Afterwards, Bart said to Dick O'Brien, "That Mann is mean, he took half of my clutch handle on the first lap." O'Brien said, "I noticed you getting a little close too," and Bart replied, "I was just trying to get my handle back."

In the Amateur final it was a wire to wire race between Don Castro and Charlie Chapple. Don had gone to a BSA, and Charlie was on a Neil Keen tuned Yamaha, and they both like their rides. Charlie wanted it bad and did everything in his power to go over, under, above, and below Castro, but he took the checker a few inches behind, where he had been the whole race.

For the National Championship they lined up in the order of Markel, Brelsford, Carlson, Rayborn, Mann, Keen, O'Brien, McMurren, Brown, Palmgren, Rice, and Romero. Markel missed a shift off the line and fell into fifth position behind Keen, Rayborn, Mann, and Brelsford. Mann grabbed second away from Rayborn on the second lap, and Markel moved ahead of Brelsford, but Keen collected his \$10 per lap to the full amount of \$140. In the meantime Mann was working away at him, never more than inches away, and Markel was a short distance behind, having passed Brelsford. On lap thirteen Keen and Mann crossed the line in a dead heat, and Bart was right on their rear wheels. Rayborn's Sprint started to sound a little hollow, and Mark moved up and started pushing Markel. On the twentieth lap he got him. Keen had lost the lead on the fourteenth lap, but struggled to regain it all the way. In the final turn he gave up trying to get around Mann, and seemed to try going over him. When they crossed the line Keen was inches back in a screaming wheelie that had begun in the middle of the last turn.

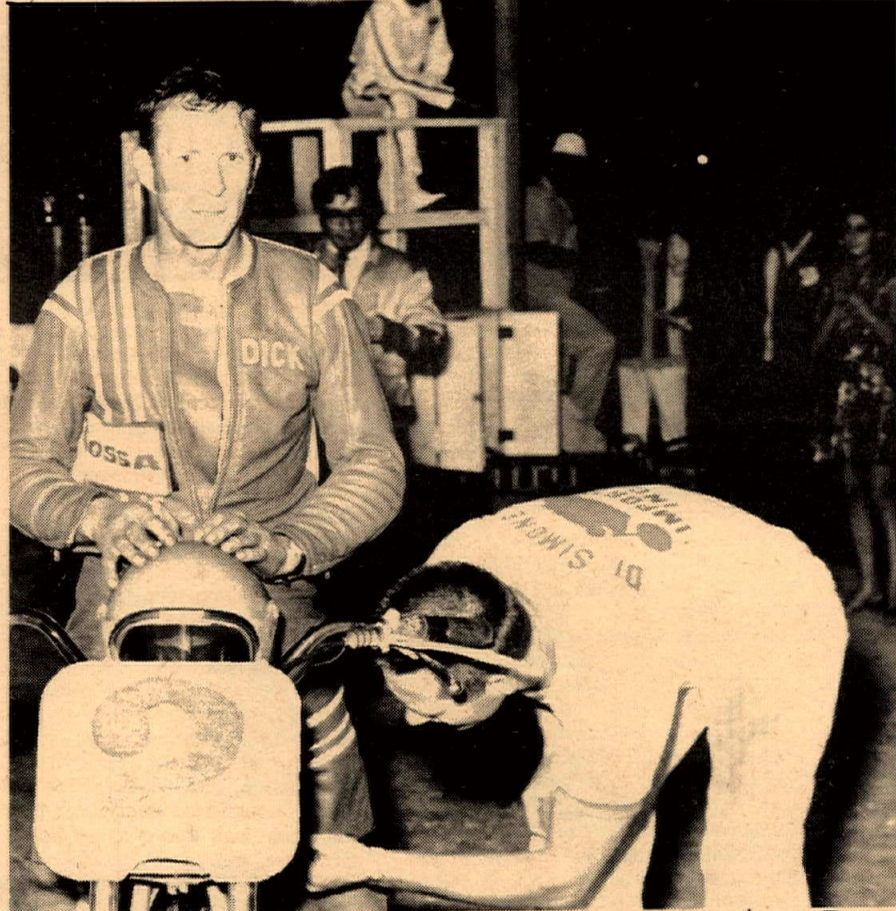
(Results on page 20)



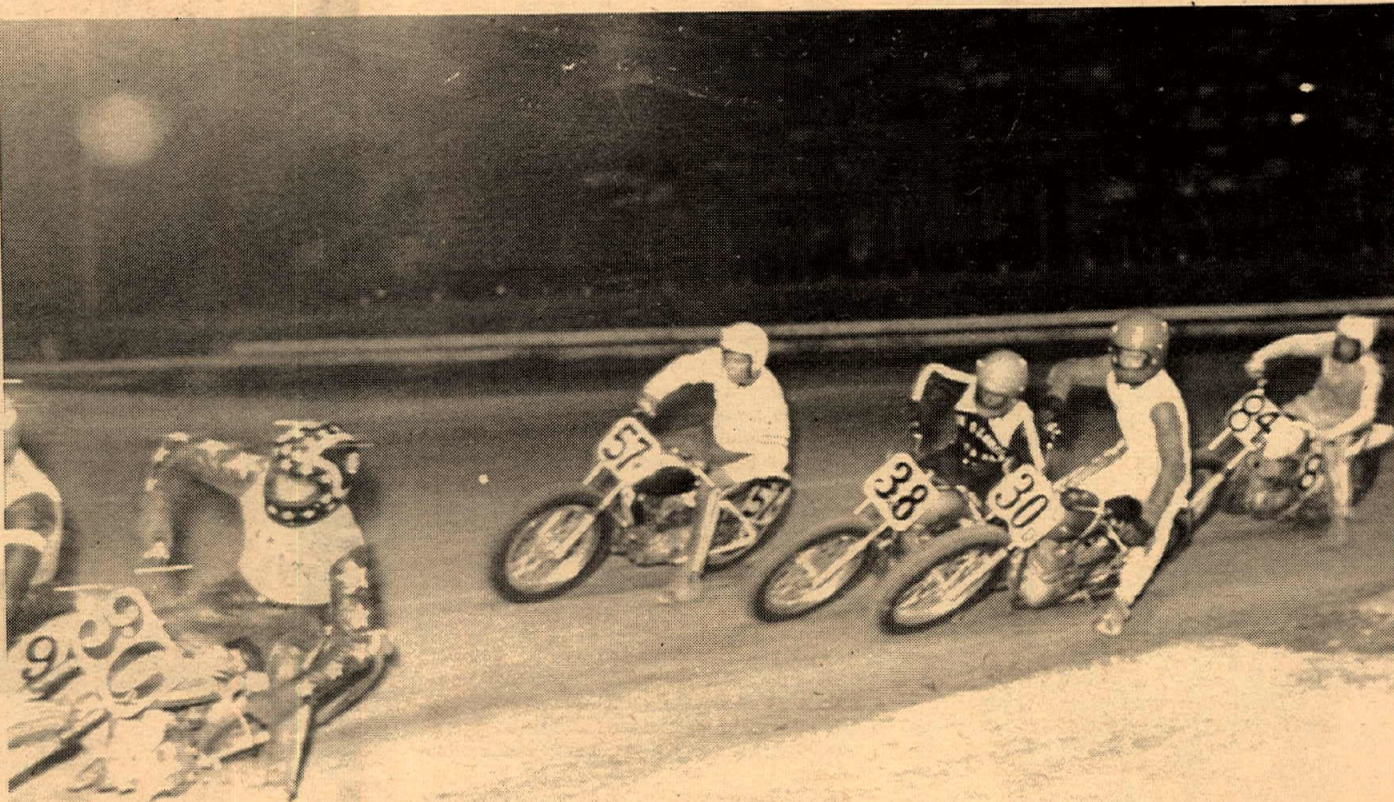
Gene Romero and Mark Brelsford dice wheel to wheel while another race just as tight takes place just behind them. Cal Rayborn and Chuck Palmgren echo the action at the Santa Fe National Short Track Races.



British Speedway Ace Barry Briggs wowed the crowd by flirting with the high side on his speedway styled Yamaha. A loaded up engine at the start of his first heat put him out of contention. Barry must be more used to a one-lung fueller.



"Move your knee, Dick. I can't see the carb." Mann's tuner goes through a little pre-race check.



Keith Mashburn points that elbow at the moon over Santa Fe. Dave Aldana tries to widen the hole between to riders in pursuit.



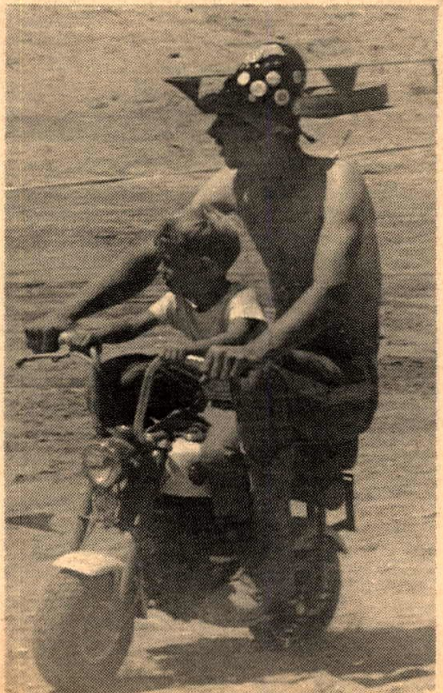
Bailey pursues new Senior Jim West in 250cc Moto.

By Jerry Greer
Photos by Chuck Clayton

Bailey & West More Than Bay Mare Can Bear



125cc leaders thrill the fans.



Bailey and 3-year-old son Shane slow down for a tour of the pits.

1000 OAKS, CAL., Aug. 17, 1969—Grass roots of motocross are spreading rapidly throughout the United States. California, as usual has been instrumental in congealing the organizational mayhem which is always a by-product of such spontaneous happenings.

Mr. Nick Nicholson has been a prime mover in this effort to feed and nurture motocross. He held the Benefit Motocross and Hillclimb Sunday. Proceeds will be used for a cause worthy of the untiring efforts expended by the motocross athletes and well-wishers alike. The funds will help to send an American motocross team to Europe.

The day set aside to finance an International effort was a great one, with 140 athletes and as many bikes.

Motos of twenty minutes each were extended to each class. The track was rough, tough and dusty. Every racer to the man was there to go home with a first in class.

The 125 Juniors swarmed with so many entries that two heats, each running two 20-minute legs were held. Points finishers in each moto transferred to a 3rd moto to determine finish points. Results fairly well tell the story, but races, outside the usual novice footwork, were rather serious affairs.

Jim Warner, overall winner, snatched the lead in the 3rd moto, and being ahead of Chuck Berry who didn't want to stay in second, proceeded to really squeeze the go-knob. He came to a double jump terrace and did a 75% unload job in mid-air. Berry was right behind him, still planning away, so Warner continued his 75% unload job right down the track for 50 yards, neither off nor on. He finally righted everything and continued to make an interesting race interesting. He outran and out thought lots of boys there for the same purpose.

Mr. Gene Cannady was the man of the hour in the 125 Senior with wins in each moto. In fact, if private tabulations proved correct, the motos had the same finishing order, mirroring a very important aspect, also required of motocross: consistency. Only training will enable one to master it. Lots of laps, lots of concentration.

Jim Dawson, only two weeks a senior, was competition for Mr. Cannady. Competition is a reverent word in America. Mr. Dawson has trained and is being rewarded. He too will probably see Europe soon.

The crowded 250 Junior events were run like the 125 Juniors. Chuck Esterline, riding a Bultaco, displayed winning form along with many others. Mr. Esterline is a little bit special though. That great American God send, hearsay, dis-

closed that the 250 overall Junior winner. He has come to our sport as a sixteen-year-old, having outgrown winning in quarter-midget race cars. Here is an athlete who chose to come to motorcycling rather than by pass it as so many talented competitors have done in the past. A trend, you see.

GARY BAILEY AND THE 250 SENIORS

Everybody waited for and just like all fairy tales, the good guy, Iron Man Bailey, found justice at the controls of his Greeves.

Jim West grabbed the lead on a Yamaha, diced up to the last lap, and Bailey finally strategized his way around traffic and West for the win. The BIG ONE came in the second moto.

West, a 16-year-old thorn in Bailey's side for the past several weeks, got another excellent start with Gary right behind. Pressure being what it was, West came around the bend-full-of-bumps half on and half off. Really unglued! Here comes Bailey! Bottoms up! West manages to compose another hard drive, still in the lead, just tearing it up. We're viewing this taking place on the other side of the course. Bailey gets up last. Dead last. By the time he gets to us in just over 1/2 lap, he is in fourth. Yes! Fourth! Next lap, third.

On the next lap, his brother Bob who is in second and who also forgets he has a brother when he bolts on his racing wrist, is right ahead and wants to stay there. Gary zonks him in the next lap. Now Gary's second sounds easy, right? Like bailing out a battleship with a tobacco can. West needs a win at this point to even the score. No way. Gary out-traffic West. West has been psyched by the Iron Man and on the next lap runs slower than Bailey at a jump where he could formerly gain ground.

West whipped out another faultless start to first in the next moto only to eventually be nabbed by Bailey and his Greeves. Perhaps when Gary returns next year he will tutor other American proteges, such as Jim West.

In the 500 Senior, Gary started behind everybody one whole lap. (How's that for a handicap?) Good for his reflexes. He managed a third against guys who wouldn't wait around for him at all! Shorty Roudman on a Maico was in fourth after

(Continued on page 11)



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RAIN OR SHINE

Marysville Draws Capacity Crowd

By Ed and Joan Powers

MARYSVILLE, CALIF. August 9, 1969 — The 100cc Novices were fired up as the flag dropped at Marysville. Going into the first turn, three riders missed going into the wall by a hair. The first four riders set the pace for the trophies, with Neil MacNamara in front, followed by the swift Bridgestone of Charles Giese. Third was Jack Eddings on a Hodaka and brother Randy also on a Hodaka for fourth. MacNamara had his problems on the fourth lap when his bike sputtered. Neil pulled off the track letting several bikes pass, then his bike fired to life and Neil swept the field again to take back his first place.

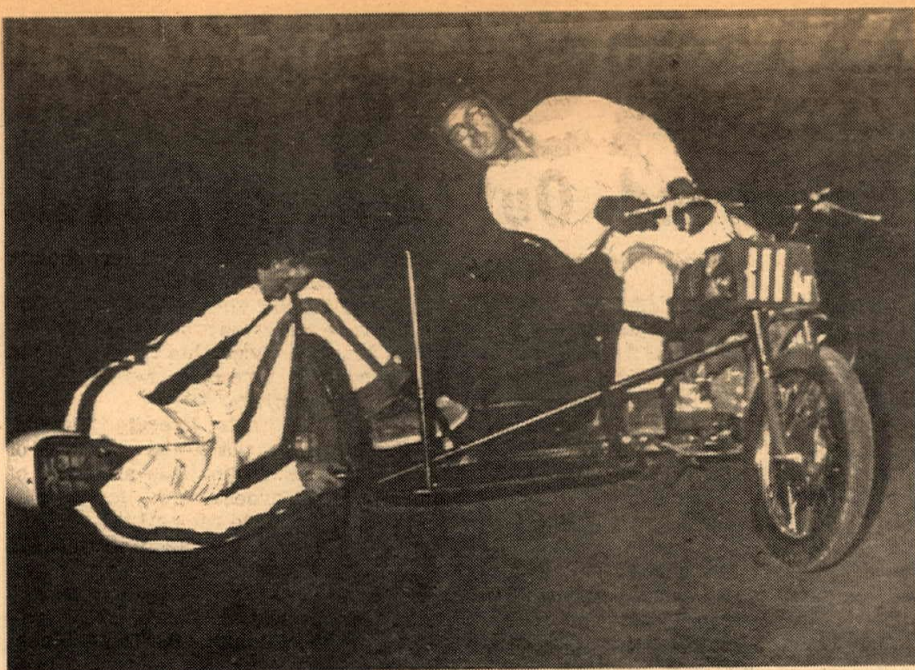
The 125's were in a duel right from the line, between Ken Synder of Sheridan on a Yamaha and John Sasman of Oroville also on a Yamaha. Synder took the lead on the straights and Sasman moved in close on the turns pulling a wheel ahead. Approaching the checkered, Synder moved ahead for one and Sasman got two. Terry Fish wasn't far behind for third.

For the 200 Novice event throttles

were open and spirits high enough to be seen by our capacity crowd. These riders were off and flying as Ed (Great Pumpkin) Brown on his fire belching Bultaco leaped out front and into the first fast turn. His stiffest competition, Kel Morrison of Lafayette, was right on his fender. Morrison didn't let up and nosed Ed out on the fourth lap. Ed immediately shot ahead again over the seven foot jump and took the checkered. Bultaco rider Jim Adams of Benicia never lost sight of the lead and made it a tight third.

All eyes were on the 200 Amateur race, because constant Novice winners Randy Gentile now compete in this Amateur race. Dunn's Bul and Willis' Suzuki were even off the line with Gentile close behind. Going into the second lap, on the long fast turn Willis bobbed letting Dunn take the lead to the finish, with Gentile coming in for the checkered about 15 feet behind. Randy Dunn rides his Bultaco Valley Sport Cycle in Davis and does them proud, taking a trophy at every race at Triple M Speedway.

During the 250 Novice ride the self-



Put your ear to the ground at Marysville and you can hear the sidehacks a coming!

assured cockiness of the Green leathered Charles Fairchild on his Kawasaki, has all riders turned to go, just to wipe the smile from the ever winning Fairchild. Darrell White is now getting in stride with his new Eagle and gave Fairchild hot pursuit up to the fourth lap when White lost his mount while trying to duck under Fairchild. Two Yamaha motocross riders moved up fast to make their bid. They were Dave Styles of Marysville and Randy Pean of Marysville. Taking a strong fourth was newcomer Bill Corday of Auburn on a Montesa.

The 250 Amateur riders are trigger happy. The starter had his hands full trying to get off a good start. Three times riders were sent back before they were gone. Doug (Pappy) Sizemore on his ever-go Bultaco put it up front and kept it there, so the action took place for the second spot. Fighting John Fite and Bill Krill did their thing. Things looked nip and tuck until the fourth lap, when Fite scrambled ahead with vigor leaving Krill for a non-paying third place.

The timing clock was in use for the super fast 250 Expert riders. After the dust cleared, the clock showed a 21 second lap time, 56 mph average and straight away speeds up to 70 mph. The two riders responsible for the fast times were Ken Roberts, Suzuki and John Green, Kawasaki. It's nothing less than full throttle for Roberts as he sways, slides and flies to top brass.

Back from Reno this week were Dick Bass and Ted Bickerstaff sporting a brand new 350 Suzuki hack. Honda of Marysville also entered a new 160 Honda hack. The little bikes held their own for

several laps, at which time the big bikes of Kirby-Foreman, Kenyon-Krill and Bass-Bickerstaff set the pace in front for several laps, but the newness of the bike handicapped them as they took the long sweeper too wide, letting Kenyon-Krill team move up front for the win.

Handicaps was the name of the game in the Open Novice as Tom Kennedy, while fishing for his shift rod, lost his hot shoe about the sixth lap and had to finish the race with a dangling shoe. With a sore ankle and worried mind Kennedy managed to put his borrowed Triumph into the winner's circle. Steve Byers on a Montesa didn't give Kennedy much time to worry as he was right in there for second, followed by Mike Sandra of San Francis on a Triumph for third.

In the Open Expert Russ Powell of San Rafael moved his BSA off the line in a hurry, putting the distance between him and the pack and with each lap increased that lead to the finish. Wild Willie Battaglia from Sheridan took second on a Triumph.

NEW MONTESA 5 SPEED

Montesa Motors announces that they have just received the first shipments of the Cappa 250 five speed motocross bike.

John DeSoto won the Inter-Am Series in 1968 on the prototype of this current production model. They also won four out of four races at the Grafton Tenth Annual East Coast Championship races. This is the newest addition in their line of dirt motorcycles. The color is bright orange.

Wendt Wins National Hillclimb

By Paul Cosner

JEFFERSON, PA., Aug. 3 — Nearly 8,000 hillclimb fans got a double thrill here today as they viewed the once-yearly spectacle of the National Hillclimb Championships. Cause for all the excitement was the tie breaking sudden-death run off between York, Pa.'s Beeze Wendt and the reigning champ, Earl Bowlby of Logan, Ohio.

The site for this year's event was the W.E. Bankert Memorial Hill, a 280 foot high structure owned by the sponsoring White Rose M.C. The incline has a single bench midway and offers a 60 to 65 degree grade.

Threatening skies cut attendance, which was anticipated to be in the range of 12 to 15,000. Luckily the storm arrived just as the last run was completed, leaving the poor bikers with the equally odious choice of aquaplaning through the night or skulking around under turnpike overpasses. Most skulked.

The Class B Championship (30 Cu. In., fuel, unlimited) became an anti-climax after the first run when Columbus, Ohio's Doyle Disbennett unlimbered his 500cc BSA for a new record of 6.72 sec. He was a little tardy in hitting the kill button, however, and flew over the summit, dropping his machine and spraining his wrist.

Disbennett ended up driving 350 miles only to make a single run since none of the other 17 riders could equal his time with 3 tries apiece. Second place finisher

Jim Thompson is also a Beezer rider from Columbus.

Then came the big boys; the really super hot equipment. Class A professional hillclimbers are allowed 80 cubic inches, fuel and unlimited engine and frame modifications. All year these riders have been competing in points events in order to make the top fifteen. This year, though, the I.B.M. lost its mind and accidentally invited 17 Class A and 18 Class B riders. To avoid hard feelings all were allowed to compete.

First rider up was Earl Bowlby. Riding an extremely stock appearing BSA Earl vaulted to the top in a quick 5.98 and retired to await a challenge. It didn't take long. Beeze Wendt, a local boy from York, Pa. straddled his fantastic girder-forked Vincent and let fly with another 5.98. This was the first time in National Hillclimb history that there was a tie within 1/100th of a second.

The rest of the day was spent trying to beat 5.98. The riders knew it was quite possible, since the hill record was down in the 5.15's. Stars such as Joe Hemmis, Larry Huber, Lou Gerencer and Gordon Mitzell all tried thrice with little success. And of course Wendt and Bowlby strived mightily to break their tie. But alas, it was not to be.

As darkness began to fall along with the first drops of rain, Wendt went to the line for his 4th and final run. Up and over he went with a 6.45. Now the pressure was on owlby. All he had to do was make a moderately fast climb to retain the title. And he went up with a 6.57.

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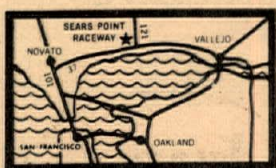
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ASCOT

Rockwood Out-Lachters Lacher

By Eric Raits

GARDENA, CAL., Aug. 15, 1969 - Tommy Rockwood turned the fastest qualifying time Friday night at Ascot and then chased Mel Lacher and Shorty Seaborne for twelve laps during the Expert Main event. He squeezed past Shorty in the thirteenth lap and set his sights on the front-running Lacher. Tom was sliding ferociously and looked faster than the San Diegan and passed him in the last turn to take the win, his second in three weeks.

Amateurs and Experts ran together again because of a shortage of riders and Terry Donaher waged his own race with Paul Conserriere for third. Velomounted Donaher beat Conserriere's Harley and they finished third and fourth.

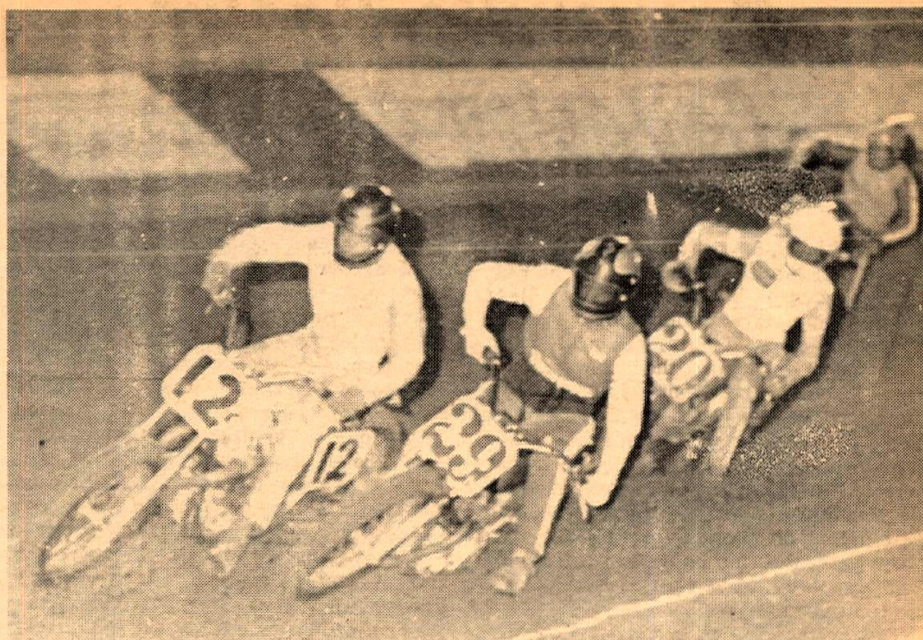
Seaborne fell off in the North turn shortly after Rockwood passed him.

Sammy Tanner got a bit anxious early in the race and tried to pass Conserriere down low. He caught his left foot in the dirt and was forced to retire with a painful ankle injury.

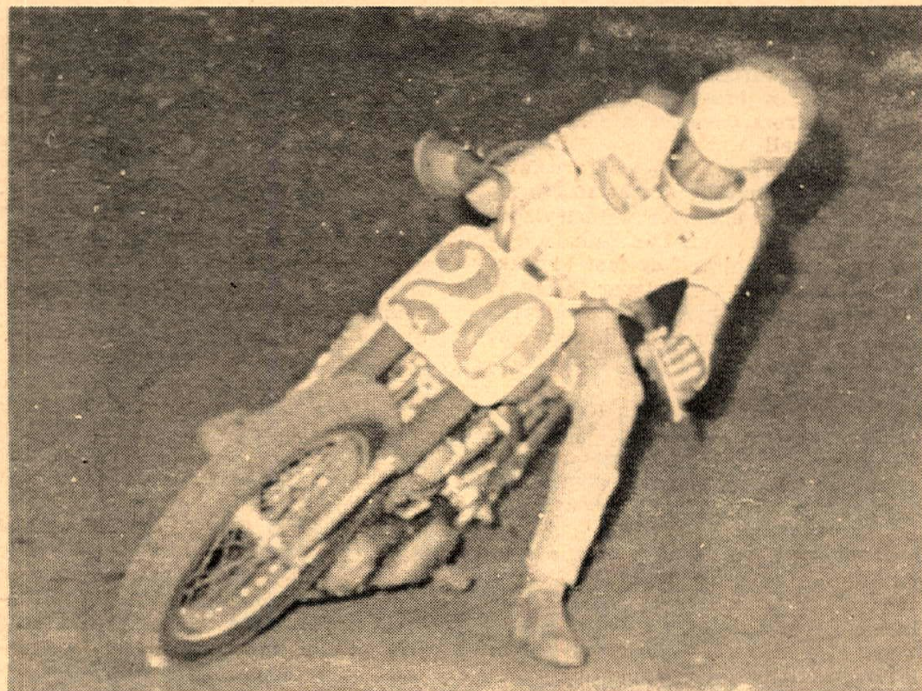
Novices Don Emde, Freddie Edwards, and John Hateley put on the same kind of race they always do when all three of them are in Gardena on the same night. Emde led the close race all the way and Hateley passed Edwards halfway through for second place. Ted Longwith took fourth.

Rockwood beat Seaborne, Carl Patrick, and Mel Lacher in the Trophy Dash. Lloyd Houchins' victory in his heat prevented a Rockwood sweep of the evening.

(Results on page 21)



First turn action sorts itself out. Ron (12x) Kruseman and Carl (29x) Patrick led briefly. Tom Rockwood is still getting the feel of the track and looks for an opening.



Tom Rockwood followed Mel Lacher for fourteen and half laps and made the winning move in the last turn.

BAY MARE Continued from page 9.

falling (literally) from third spot and had decided that Bailey should stay in fifth spot. They raced. And they raced. Bailey did it to him but he had to work to get around. Roudman was a former pro baseball player. Each time somebody yelled "Get a hit, Shorty," he would stick a handlebar in the track.

In the last moto, Bailey was making breathtaking wheelies over the top of a tall hill and continuing down the other side, 20 yards down and steep. Here he'd come, front wheel way off the ground, front end cocked over, and doing 40 miles an hour all at the same time. Guts. Look out Europe!

A dirty old man race for cats over 40 was held. It was horrible. The smell of castor oil, and rubbing liniment lingered with the odor of old age. 40. Man, is that old!

Jelly Man Pierce on an ancient Matchless was crouched over the bars aggressively until he retired to have his corset readjusted.

Doddering old Mr. Scott, sponsored by one of the popular convalescent homes was really humming around the grounds

on his Bultaco powered wheelchair.

They became surly, prior to the start of the 2nd moto, and Mr. Nicholson had to take away the checkerboard to make them race.

"Ears" Tamlinson surged past several riders when his hearing-aid transmitter became entangled on his exhaust pipe. Thinking the noise was from competition and finding it hard to see through constricted pupils he involuntarily reverted to his Cushman days, thinking he was turning it off, he twisted it toward him.

The technical marvel of this whatever-it-was, was a Yamaha ridden by "Gums" Beall. He was sponsored by Preparation "H" and had one of their modified rear ends.

Thanks to the Shoeman for re-surfacing the walking canes.

A Powder Puff and hillclimb rounded out a dusty, competition peppered day that will bring us all a step closer to seeing an American on the International scene. Wendy Littell, 27 and a mother of two, far outdistanced the other girls, riding for the first time with her own sex.

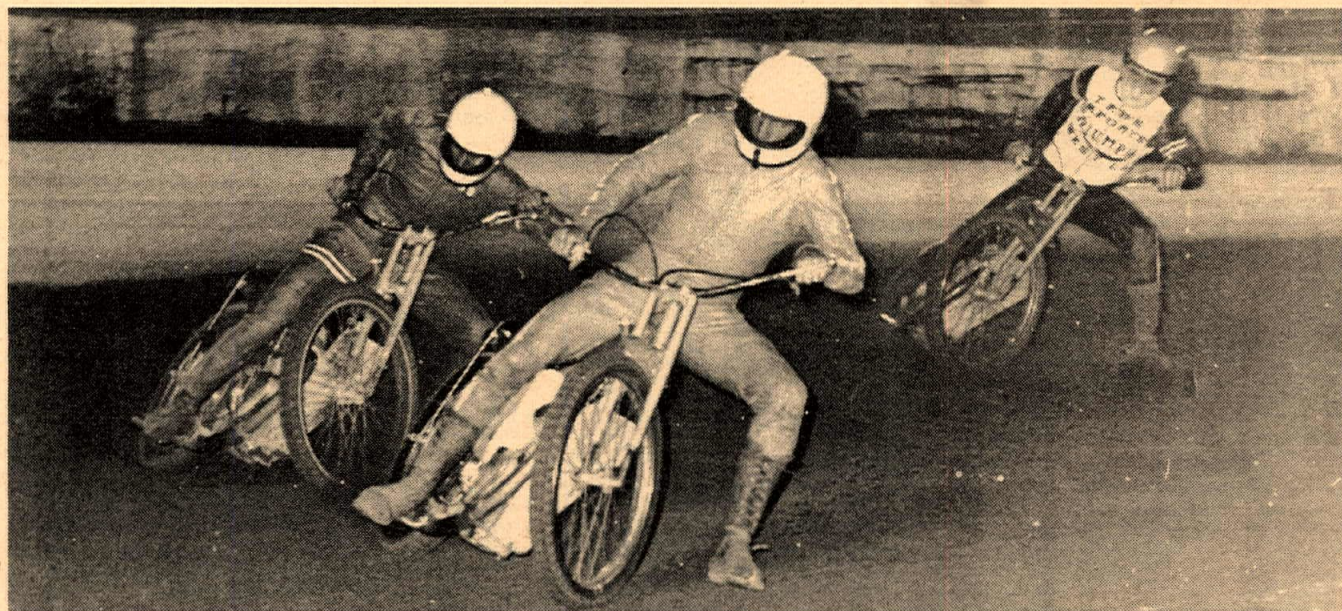
(Results on page 20)

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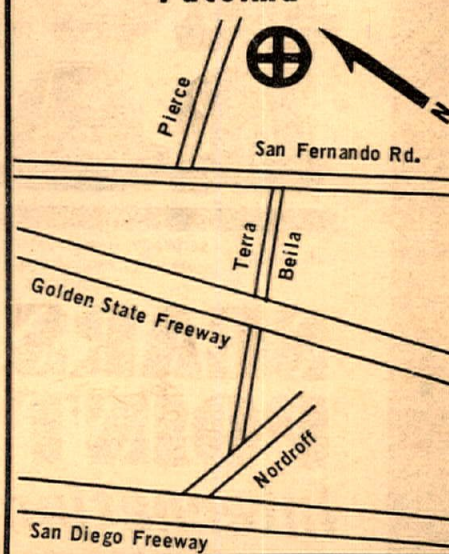
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Keen Cops Black Hills Classic

STURGIS, SO. DAK. Aug. 9th and 10th—Provincial Sturgis, South Dakota rocked to the bellow of the half milers as Neil Keen rammed his BSA to a win that climaxed the Black Hills Classic August 9th and 10th.

Topping off almost a week of hill climbs, scrambles, short track and road runs, Keen was followed across the line by Grant Brown on a Triumph.

Hundreds of motorcycle riders from wide spread parts of the central United States rolled into Sturgis for several days of concentrated motorcycle activity. The road riders were there and in two days clocked up thousands of miles on hundreds of motorcycles in two different tours. Boasting a safety record that auto drivers would be hard pressed to match, the road people completed their program with no accidents and only minor damage incurred by parking a windshield Harley-Davidson too close to a tree.

Yamaha made a strong showing, taking

wins in the scrambles, short track and Novice half mile. Jerry Cheney and Freddy Edwards were the big guns for Yamaha and their ersatality matched that of their machines making a clean sweep of all the events in which the Japanese two-strokes were entered.

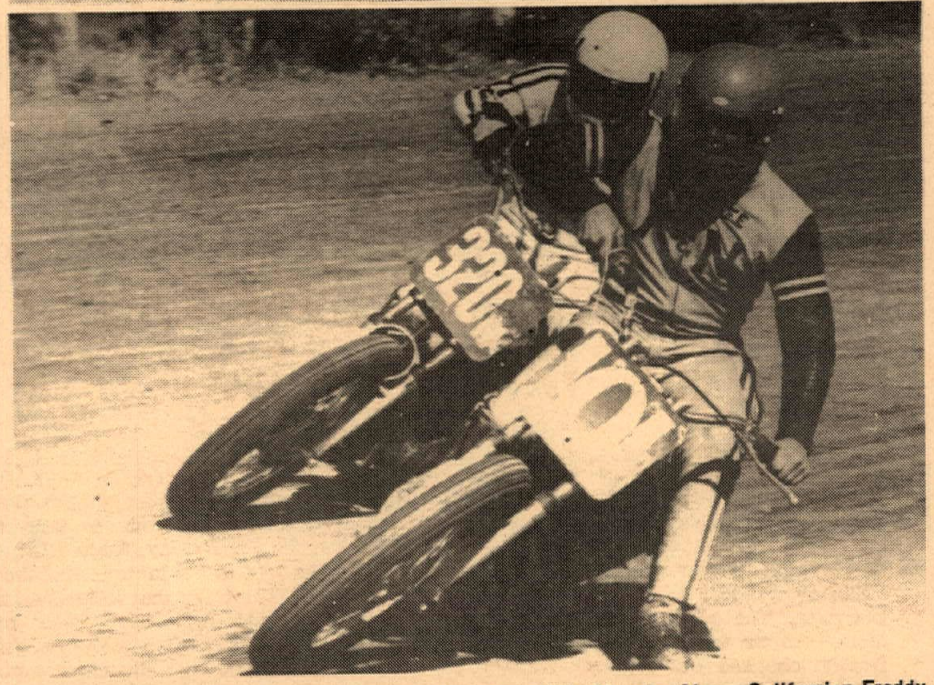
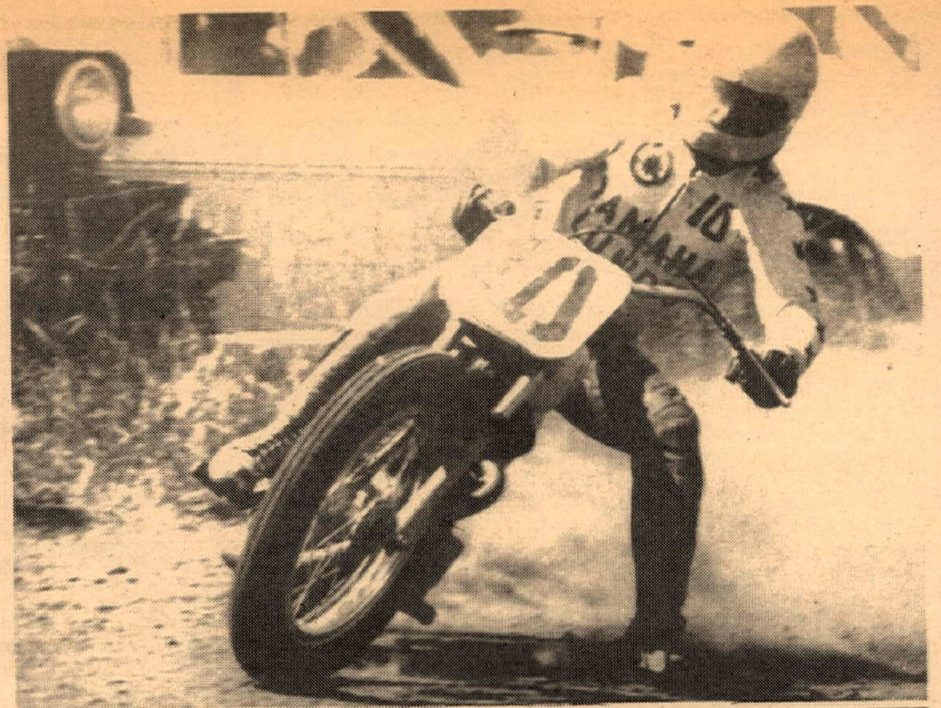
Edwards, Cheney and Rick Holley, all riding Yamahas, took the glory in the Novice half mile on Saturday and Edwards came back to nail the checkered in the short track competition that same evening. Jerry Cheney slid his way into the winners column both Wednesday and Thursday night in the Sportsman Short Track events. Roger Richerts bounced his Maico ahead of the field in the 500cc scrambles race and it was again Jerry Cheney who copped the 250cc title.

Hill climb fans saw Bob Donohue coax his venerable Indian up for the Open win while Clint Ellis was the 500cc hill king on his Triumph.

(Results on page 20)



Roy (11r) Ermals was fatally injured Aug. 14, 1969 at Stockton, Kansas during a race. His throttle apparently stuck, sending him through a fence at high speed. (Dan Mahony photo.)



Top, Neil Keen took the half-mile portion of the Black Hills Classic. Above, Californian Freddy Edwards made a long trip worthwhile by beating a top field of Novices. (Dan Mahony Photos.)

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Dallas' Golden Eagles Hold A Dry One

By Clyde Bear

DALLAS, TEX., August 10, 1969 - Wet, soupy quagmires disappeared for the most part as the hosting Golden Eagles changed the 'natural terrain' for a motocross held August 10th near Dallas.

Mike Johnson from Dallas rode a Sachs faster than anyone else in the 125 class. He had to though, to stay ahead of hefty J.B. Henry who balanced his 235 pounds atop a fast Yamaha AT-1 and stayed within sight of Mike all the way.

David Jones, Ricky Summers, Sam Menefee, and David Hickman all battled for third place. Hickman emerged the winner. It seems the thirds, fourths, and fifths are riding harder now than at the beginning of the season and are giving the leaders a fight.

24 very eager starters made the 250 race one to watch closely. All 24 seemed to reach the first turn at the same time. Actually one five motors tried to fit abreast into the first turn. What resulted was, well, 21 people in one pile. One lucky rider was run over by only one motor.

The restart was successful though the pit after the first jump collected seven machines at one particular time.



Applause leads one on to bigger and better jumps.

Jim Wilson And Paul Harber In England

By Jim Wilson

We boarded our plane in Los Angeles Saturday night, July 27 and took off for a very bumpy ride. After circling in the fog for half an hour we landed at John F. Kennedy Airport in New York Sunday morning. The airline check stand was closed so we waited several hours and finally checked our luggage. Have you ever tried to cram all of your racing gear, personal belongings, and regular clothes into a suitcase with a maximum 44 pounds allowed! We barely made it by carrying our most prized tools in our bulging coat pockets.

Sunday morning we took off for Barcelona, Spain stopping off at Lisbon, Portugal to load and unload passengers. Monday noon we reached Barcelona and went by taxi about ten miles to the Montesa Factory where we picked up the English Ford van. It is in A-1 condition. It is painted blue with white top and has a white strip from front to back on each side. The van has a little V-4 engine with 4 speeds and dual tires on back. The van is over 16 feet long and super neat. We also found the two sleeping bags that Ron Nelson and John DeSoto had left, which we will be glad to use.

After our papers were in order we started the drive from Barcelona through part of Spain and France. This was Monday afternoon and we had had no sleep Saturday night and only about four hours of sleep on the plane to Barcelona. We drove all night Monday and all day Tuesday. This took us through Paris and to Beauvais which is about half way between Paris and Calais. At Beauvais we had hot baths and eleven hours sleep all for 38 pesetas, (less than 50¢! We proceeded to Calais on Wednesday and had to wait a considerable time for the ferry to Dover.

All the way through Spain and France we cruised along about fifty miles per hour but the other traffic on these narrow, winding roads was going at sixty five and seventy miles per hour. The maps and road signs here leave something to be desired as compared to our U.S.A.! As the van is right hand drive, the passenger on the left seat becomes an assistant driver, since we drive on the right side of the road in most countries. If you come up behind a big truck you need someone on the left side to be sure no one is coming before passing. Gasoline is quite expensive (about 75¢ per gallon) but the van has a very efficient V-4 engine which keeps the cost down somewhat.

After hassling in London to get insurance for the van we drove to Thundersley which is in Essex. The Greeves factory is located here. When we arrived their doors were close as it was six p.m. We decided to spend the night in our van across the street. The people on the continent are very nice but the

people over here in England are very friendly and are anxious to help us.

The next day, Friday, August 1st, we were welcomed to the factory and shown all around. The thing that interested me most was that they have their own foundry where all the alloy castings are made that go into the construction of Greeves motorcycles.

Saturday, we started for the Scrambles Races at Sudbury as we wished to travel slowly and see the country around us. We had no machines to ride as our A.C.U. licenses hadn't arrived. On Saturday we walked the scrambles course. It was about one 1/4 miles around and fifty or sixty feet wide in the rolling grassy hills sections. Part of it ran through quite heavily wooded sections narrowing to fifteen or twenty feet between the trees. Posts at thirty foot intervals supported a rope on each side of the course. Then twelve feet outside of these ropes a second rope was strung to keep the spectators back. All of this is quite different from our races in the States, as you can see! The track looked very fast but like it would be fun to ride.

On Sunday we watched the races, four five hundred c.c. two cycle races and one four stroke race plus two for side cars. The side cars, as did all the bikes, really went fast. Each race was four laps. John Pease from the Greeves factory placed second in his heat race and won the main event. He also won a large cup for the special race of the day. John, at the present time, is the Eastern Center high point leader.

Sunday night we were outside of Chelmsford near Braintree at the same place where we stayed Friday night. It costs \$2.70 for bath, bed and a good breakfast. Tomorrow we will go to Rivetts who sell leathers and boots and get some long boots. We have already visited them once at which time I bought a pair of leather pants, long boots, A.C.U. riding shirts. A.C.U. approved, stamped helmets are required here. We are then to go back to the Greeves factory where they are preparing two 380 Greeves Griffons and one 250 Griffon which we will get Tuesday. John Pease is to take us out to an area this week where we can break them in. He has arranged for us to use his tools and spares and has a place at the Greeves factory where we can wash and clean our machines. The second 250 Griffon will be delivered later this week and we are hopeful of riding in some races on Sunday, August 10th. All the people here in England have certainly treated us well, especially so at the Greeves factory.

Will try to keep you informed about our trip as we go along. So far we have no real problems. We did tighten the fan belt on the van (our home) Saturday morning.



Above, this Texan got just a little out of shape. We don't know if he came down intact.

Mark Moore led heats two and three but missed the first one so didn't get a trophy. Mark rode a CZ. Jim Smalling, Husky, led heat one but lost his gas cap in heat two and finished third in his class. Ed Terrel and Jack Greenstreet rode hard and fast enough to cause the leaders concern - for first and second respectively.

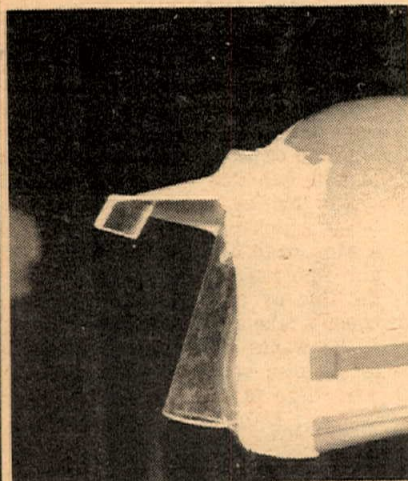
During the second heat, with the temperature about 105 degrees, one hapless rider, doing without a clutch, lugged his Husky too long and had to quit with a gurgle at the bottom of two hills - right by the lake. He dragged his bike off the course and shed clothes for the fifteen feet to the water and just walked right in.

The 251-Open class was surprised by a visitor from the lowlands. Robert Graham from Bellaire, Texas had problems in the first heat and finished fourth. That was the worst he did all day, he handily won the second and third ones for a second finish overall.

Gayle Bradley 360 CZ made like crazy as usual but there seemed to be no way to catch Graham. Don Prowse and Sam Rogers, both on 360 Bultacos took third and fourth. They are from North Little Rock, Arkansas and have intentions of bringing the rest of their club (the Golden Eagles of Little Rock) back for the next race to show us how it's done, at least how they do it. We hope they do.



VIZOR VU



This rear-view mirror that Skip Van Leeuwen wore at Ascot will be on the market for you by August 29.

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\$500 Purse Set For 250cc South Bay Grand Prix

The Hi Boots M.C. of San Diego, in conjunction with the South Bay Speedway Association, have announced that their AMA sanctioned Sportsman's TT Scrambles scheduled for Labor Day week end, will be presented as the "Pacific Coast Grand Prix" for motorcycles of 250cc displacement only.

Chuck Winters, owner of Lucky Yamaha of Lemon Grove, Calif., has personally donated \$500 in merchandise certificates to be split among the top finishers of each class. The first five finishers in the Expert and Amateur divisions will receive prize money and the top three Novices will be paid. In addition, handsome trophies will be awarded to the first three finishers in each class and AMA Championship points will be credited to District 38 riders.

Saturday, August 30th will be used for practice and qualifying heats. Qualifying will start at 12 noon and in order to be eligible to start in Sunday's Grand Prix races, all riders must complete their qualifying on Saturday. 48 riders will be started in each of the three classes.

The 40 lap (30 miles) Novice race will be run first and will start promptly at noon, Sunday, August 31st. The 60 lap (45 miles) Amateur race will be run next



District 38's 1968 point champion and 1969 leader, Ward Ring, accepts merchandise certificate award from Cal-Western Coed, Debbie Giba.

and the 100 lap (75 miles) Expert race will conclude the program.

Those who wish to go to the course on Friday will find plenty of space for camper trucks and the grounds will be patrolled from 7 p.m. Friday night.

Ed Hinds, His Velo, And His Dale Carnegie Oranges Roll Through Morocco

Since you often have tour reports on trips around the West I thought you might be interested in a little different part of the world.

I had the money and was feeling rich so I stopped in at Geoff Dodging's shop in London and bought a brand new shiny black Clubman VeeLine Mk II. Three weeks later it was so dirty and cruddy people thought it was an old used bike — how sad.

I knew the weather would be bad around this time, February, in England and Europe but I was tired of working and going to school and didn't want to put off the trip.

That first 500 miles was real work in the rain, snow, and cold. The bike has drop bars to go with the fairing (which is a lifesaver in the cold). I'm not sure who got broken in, me or the bike, even my ears hurt from the new riding glasses I had. After 3000 miles I still got a pain at the base of my neck and into the left shoulder. I guess that's the price you pay for looking like a G.P. star. How do those guys in the 12 and 24 hour races do it?

MUD SCRAMBLES

Two things about the short tour around southern England. I stopped to see a mud scramble, the type that you hear so much about. Personally, it was not as good as I thought it would be. Some of the experts and juniors looked impressive

but if the course had been dry there would have been nothing to it. (Maybe that's the point.) The hardest part had to be the long downhill with two 90 degree off-camber turns and three man made jumps. The juniors ran three lap heats which took about 8 to 10 minutes, and there were quite a few dropouts during the heats. After the second lap many looked ready to quit. The experts fared better but they ran only 6 and 8 lap races and by half distance the leaders had lapped many of the also rans. I know that this wasn't a big important race with TV and lots of cash but it looked to me like a typical race back in the states (except for the mud), a lot of people out to have some fun and a few that are real serious.

BRANDS HATCH

I went to Brands Hatch to watch road racing practice a few days later. There was only a light snow falling which really didn't seem to bother anyone. Every Wednesday is practice day for both cars and bikes and as I understand it anyone can pay their money and go out to see what they can do. All types were out there from the immaculate Gus Kaun bikes to the one lap wonders. Maybe later when the weather is warmer I might try the Velo around there but when it is snowing you got to be serious.

The snow chased me out of England a few days later. After that it was just rain. Really the weather across France and Spain wasn't all that bad but you tend to remember the bad days. Won't say much about France except that it is one very expensive country. It seemed everything cost more there than in the States except for the wine and bread and even that was cheaper in Spain. I went through the little country of Andorra which is a big ski resort this time of the year and packed with Frenchmen. There is one little drawback to the country. The highway department doesn't scrape the roads clear of snow but only packs it down to good solid ice and then just roughs up the surface to keep down the ruts. Rode for five to ten miles on the stuff, up one side of a pass and down the other, no trouble really, but it does keep you on your toes.

I wasn't sure where I was heading but even on a sunny day in Spain it was still cold. It seemed that the farther south I went the worse the weather got. One day I would be in a really bad wind which would blow me all over the road (the very surface of the roads made it an interesting ride, up and down, side to side and forward). I was really glad there was no rain with the wind and sure enough, the next day, same wind but with rain. The rain was at least warm in the south which was an improvement.

To find the South Bay speedway, stay on Interstate 5 past Chula Vista, take the Main Street offramp and follow the lime and signs for eight miles East to the speedway.

14,500 EXPECTED FOR 1969 CEREBRAL PALSY BENEFIT MOTORCYCLE RACES

On Sunday, August 24, 1969, at Salinas, California, the Salinas Elks Lodge No. 614 and Salinas Rambler Motorcycle Club will co-sponsor the 8th annual motorcycle races for the benefit of cerebral palsied and other handicapped children.

This year's races are being held once again at the California Rodeo Grounds, starting at 11:00 a.m. and continuing until completion. This event has proved a great crowd pleaser as evidenced by last year's attendance of 12,100 spectators. This year's attendance is expected to hit the 14,500 mark and over 650 competitors are entered. A thrilling attraction each year is the rear wheel riding and motorcycle side car racing.

The entire net proceeds of this event go to aid cerebral palsied and other handicapped children through the California-Hawaii Elks Major Project.

Seven years of racing have put just under \$50,000 into a cerebral palsy and handicapped children's fund.

I had heard Morocco contained guaranteed sunshine. Since I was as far south as the land would go I put the Velo aboard the ferry and left for the promised warmth.

DO LIKE MAUREEN LEE

Morocco to me was a land of many contrasts and always changing. This makes it hard to write about, no general statements seem to work. There are two ways of making a report of a trip like this. You can describe each day of travel, what area was covered and what happened or you can do like M. Lee does when she reports on the big races, and just give impressions of the whole thing. Morocco is, I guess, what you call a developing nation and its economy seemed to me to be very much like Mexico. Many parts of the country are very modern with lots of money being spent. The rest of the small towns appear poor and backward. The country does seem very productive, with most of the land being utilized and plenty of jobs for the people.

The land itself is very beautiful with a great variety of terrain. But if all you like to see is mountains and rivers you could stay right at home. Just about any place I went I could think of a part of California that looked just like it, including the Sahara. What really makes the trip and keeps the scenery from just being another mountain or valley to look at is the farms and villages. When these people farm they don't play around, they use all the land. A few rocks (like almost solid pavement) or the steepness of a hill doesn't keep a place from being used. The towns and the way they are built change with the country.

GOOD PAVEMENT

One other thing that really makes it great are the roads. I think to be one of the best places for cycle travel ever. There had been some real bad storms in the north that caused a number of bad washouts and rough spots but this was not normal. You could go into a corner at a good clip and be sure of there being pavement all the way through which is not true in some countries. Going across some of the big valleys and parts of the desert you had long straight sections but generally the roads just follow the hills and are a real joy to ride. It's not very crowded even on the main routes and on the byways I sometimes went for twenty miles or more without meeting another car or truck. You did have to be careful though because the trucks "own the road" and plan on you getting out of their way. Like in other countries the roads seem to have waves in them which keep down the top speed, but really there is too much to see to go blasting through the countryside.

In some appearances and to many people I suppose the place would be considered very backward. If you like your sanitation facilities clean and modern and demand class A restaurants maybe Morocco isn't for you. You can have these but it will cost a bit.

(To be continued)

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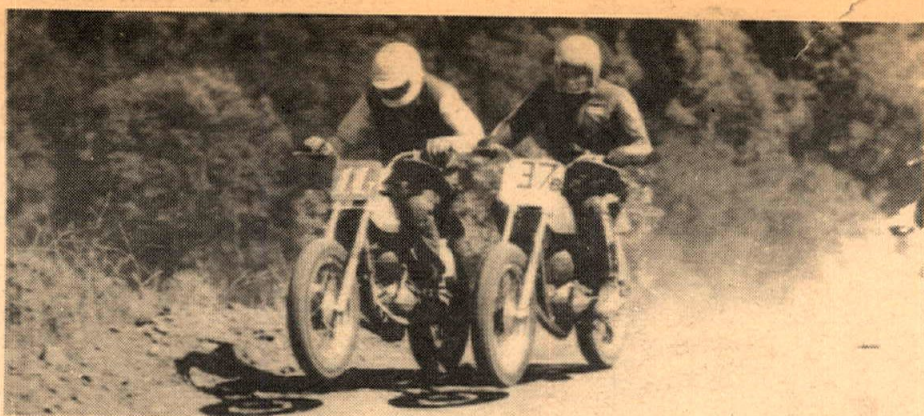
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Dick Steinke, 11t, crowds in on Karl Trist as Steinke again did his famous false start routine to bedevil spectators and officials.

Nice Is Neat At Gilroy, Kenyon Protested

Photo and Story by W.H. Spencer

GILROY, CAL., Aug. 3, 1969 — One thing about motorcycle racing is that you can never really be sure of a "sure" win, except when Bud Nice takes the lead in the first corner of the main event. In this particular case there was no one able to get near enough to even challenge, even though he let up from his first few fast laps. His only competition for the main came from H-D rider Ben Moser who really worked at trying to catch up.

Somewhere in the AMA rulebook covering sportsmen events it says that it is mandatory to have a rear brake on a competition motorcycle. That rule had to be enforced in the 250cc Expert class against Al Kenyon. The District 36 #2 rider started the heat in the lead and had it wrapped up until Eddie Edgyed fell in the first turn and a restart was called. As Kenyon brought his Bul back to the line the brake rod was hanging and was removed. The restart put Kenyon into second place by a healthy margin but not close enough to first to be a challenge as the rear brake is somewhat of an advantage for deep turn braking. Suddenly the black flag was thrown for Kenyon and he was told that he could not finish. The man who called this "shot" had no authority to do so and the club referee recognized this and said that they all could ride the main event.

Kenyon ran away with the main with John Gennai second and Jon Silva third. Silva was very vocal in his displeasure

of having Kenyon in front of him, but that was as far as it went. Back in fourth or fifth place stood Les Costanza who didn't think this was right and so he protested in writing and the protest was upheld as the rulebook is quite specific. The foolish part of this is the pettiness of the protest and the inability of the club referee to settle the problem before the event was run. The club will move to a new location for their events next year and this kind of thing can degrade their image in one event and possibly detract from getting the proper sanctions.

Double trophy winners included Dave Clark with two third in the 650 Ex. and 250 Ex. Al Kenyon was a double trophy winner before the protest with a win in the 250 Ex. and a second in the 500 Ex. Both were on equipment prepared by their fathers. John Abacherli also joined the double trophy with a win in 250 Am. on a Bultaco and a second on his BSA in the 650 Am. John is the new wrencher at Kenyon's shop.

Sherwin Kimball did his thing in the 200 Amateur with a win in the heat race and in the main. Ivan Shigemasa, from Salinas, made a vain attempt to challenge Kimball but had to be content with another second.

Youngest of the Brelsford clan, Scott, triumphed in the 100cc Novice class and this gets all the Brelsford into very active racing.

Green Platers

By Elaine Jones

PERRIS, CAL., Aug. 9, 1969 — Warm weather and friendly people made for a good night of racing. The crowd missed seeing some of the regulars who split for Elsinore to make the point run.

Mark Bailey got me for breaking a promise to him. About three months ago Mark, his brother Lance, and Andy Skeel landed in the hospital when all three managed to crash within two days. Lance broke his collar bone Saturday night and while Mark was taking his brother to the hospital Andy rode his bike and launched himself off the sweeper looking like a moon shot and managed to tear every ligament in his knee loose. Sunday to top it off Mark crashed in the same sweeper and broke his pelvis and arm. I saw Mark in the hospital the Wednesday following his accident and he had fashioned a coat hanger to use as a "scratcher" inside his cast. I offered to bring him a knitting needle for fear he would harpoon one of the nurses with the weapon he had designed. I'm sorry to say I didn't do it but he was supposed to stay in the hospital for six weeks and he was at Perris the following Saturday in a wheel chair. He said the doctor had him get up after five days and walk around the room and told him to get out and he didn't have to be told twice. Mark is an all around rider and competes in 100, 200 and 450cc classes. If he could keep himself in one piece long enough he would be an amateur by now although he has only been riding a year including time out for mending. He credits Andy Skeel with giving him the racing bug and he in turn got his older brother Lance back in the leathers. Lance is a family man and is a proud father of one boy and two girls. Lance works for Fordyce and Mark for Orange County Honda but as far as Mark is concerned he is sponsored by "Big Brother" because he is the one who builds the bikes and keeps them running. I had to find out what their mother thought about all this because when two boys land in the hospital in two days it has got to be a bit much and she must have been tempted to give those bikes to the first person to walk by. Mark said she won't

watch but lets them do what they want which is pretty great on her part. Mark predicted Ascot next year one way or another and my money has to go with him.

Harvey Jenkins has a cheering section that can't be beat since both his wife's folks and his are racing nuts. Harvey has only raced three times and according to his Dad, who used to desert ride, he was bugged by him until he gave racing a try. When not racing he is fully occupied as a hair stylist in Claremont which explains why his wife Cathy always looks so great. Cathy looks more like a teenager and is the mother of two boys and one girl which has to keep her pretty busy but she still finds time to ride her hot little Hodaka through the hills and act as a cheering section for her husband. As soon as their three year old son can handle it he will have a mini-bike built by Grandpa to putt around on. Ascot seems to be the top for the Jenkins and with the backing of a whole family Harvey should get there on enthusiasm alone.

Jim McKay has been racing one year but has picked Daytona as his target with a stop over at Ascot. Jim's dad is the guy who makes sure none of you jump the line or bend any of the rules. Jim doesn't take advantage of this fact either as he wants to make it with no help and is his own sponsor. The best loyalty he does have is his feeling that Perris is the best track around and I'm with him.

Saw Steve Tinsley looking proud and showing off his new Yamaha and said he was getting another bike soon and that will give him three to keep running.

Bob Kline had a big day as he ran with his win streak to seven and earlier Saturday had his picture taken with 'The Man', Evel Knievel at the grand opening of the American Eagle Shop in Ontario. I got 'A DATE WITH AN EAGLE' button and chased my two year old son around who has the daredevil instincts of a budding Evel Knievel but that's as close as I can come, Bob.

The Rhineharts made a return trip to our track to stop the rumors that he had given up the sport. Glad to have you back and don't stay away so long next time.

For those of you wondering why the track was so dusty the blame can be placed on the persons responsible for stripping all the wires off the equipment so the track couldn't be worked. The Burtons don't deserve this kind of stuff and it is up to us to help them patrol the grounds and try to prevent trouble before it starts. A word of thanks to the Burtons for all they do wouldn't hurt any of us either. We tend to take things for granted and can find them fast enough if we have a gripe.

Speed Fest At Alfalfa Festival

LANCASTER, CALIF. — J.C. Agajanian, motorcycle racing promoter, announced yesterday that he will present AMA Motorcycle short track races at the Antelope Valley Fairgrounds here on Thursday night, August 28th at 8:30p.m.

It will be the third consecutive year that Agajanian has presented the spectacular two-wheel event on the opening night of the annual Antelope Valley Fair in Lancaster.

A 14-event program of AMA sanctioned racing will be presented on a specially prepared one-eighth mile dirt track, laid out on the infield of the fairgrounds.

Agajanian expects a field of nearly fifty of the West's leading riders to be on hand for the evening's program. The racing will be open to all three classes of AMA riders, Experts, Amateurs, and Novices, all racing together in open competition.

Motorcycle racing made its debut at the annual Antelope Valley Fair in 1967, when Elliott Schultz of So. Gate captured the main event. Last year novice riding sensation Keith Mashburn of Santa Susana won the 10-lap feature race before a near capacity crowd.

Mashburn is expected to return again this year to try for his second win in a row on the fairgrounds track.

Also expected to compete include Eddie Mulder of Burbank, a former Antelope Valley resident, and winner of several national championship AMA races in past years. Others include Larry Wilburn of Lancaster, Dallas Baker of Santa Ana,

Jim Peterson of Orange, Ron Pierce and Gil Robbins of Bakersfield, Terry Donaher and Tom Rockwood of Gardena, Steve Bast of Sepulveda, Alex Chinowski of Ojai, Norm Elledge of No. Hollywood, Randy Smith of Ventura, and some 35 others.

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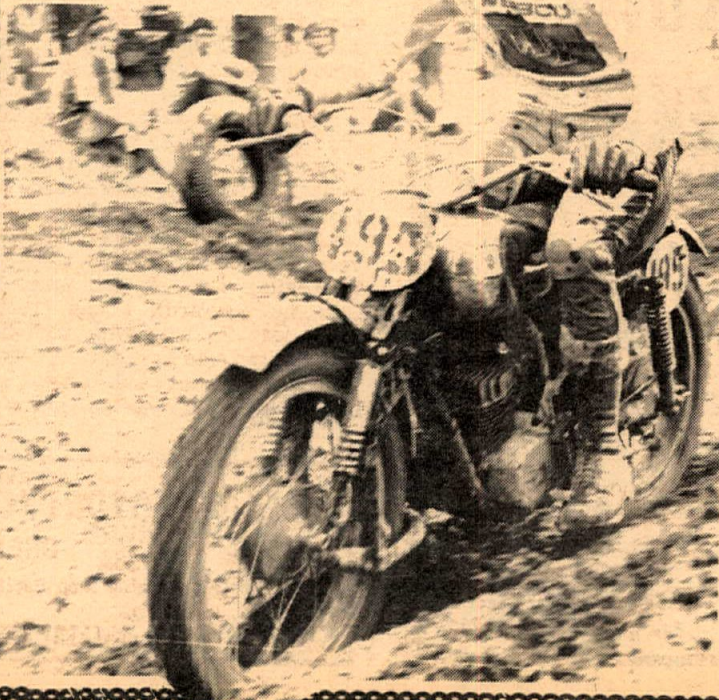
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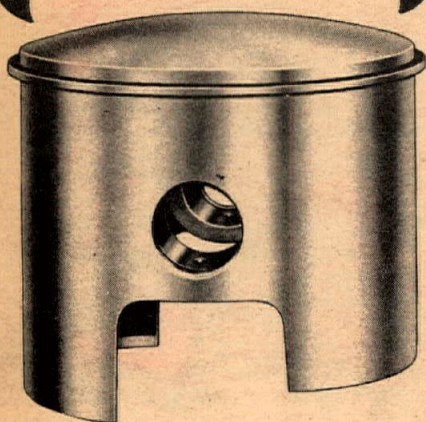
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Wilmon Plays Catch-Up For Win At Deadman's

Story by Terry Pratt
 Photos by Denise Raits

APPLE VALLEY, CAL. Aug. 17, 1969 — At the monthly Deadman's Point motocross held Sunday, Robert Paxton just couldn't hold off the relentless charge of Jerry Wilmon who put his Maico in the winner's circle two out of three times in the lead on the first lap of motos one and two. Wilmon nibbled away at his lead and passed Paxton in each of the first two motos.

Ron Peterson fell in the first moto but brought his Yamaha back to lead the first lap of the third moto. Once again Wilmon set his sights on the leader and passed Peterson on lap four. This time however, Jerry crashed his leading Maico and Peterson went on for the win. The Seniors and Juniors were scored separately so Wilmon had gained enough points to take the Open Junior crown and Peterson got the glory in the 250 Senior class.

George Spellman, who is still sorting out his new 250 Ossa was second Senior and Jack Cothan was scored third for the day in the Open Junior.

Jim Robertson, riding a Penton, followed GERAL YARBROUGH across the line in the first 125 ride but GERAL threw his chain the next time out and Jim was there for the win. Robertson had a 2-1-5 for the day which made him victor when matched against YARBROUGH's 1-8-2.

The Wilsford family and their Hodakas did it in the 100cc divisions. Frank Sr. turned in a 4-1-1 in his division while Frank Jr. pulled off the hat trick and won all three of his races.

The 250 Divisions were a Yamaha sweep. Jay Ferris and Robert Whitlock were one-two in Division one, while Robert Paxton and Ron Matheny did it to them in the second division.

Deadman's Point entrepreneur, Bob Dresslar, recently acquired a Caterpillar D-6 so look for some changes in the motocross landscape next month. Of course the mud traps and the ever present garden hose will make it seem like the same good old Deadman's Point. (Results on page 20)



The jump again gave king-size fits to some motocrossers.



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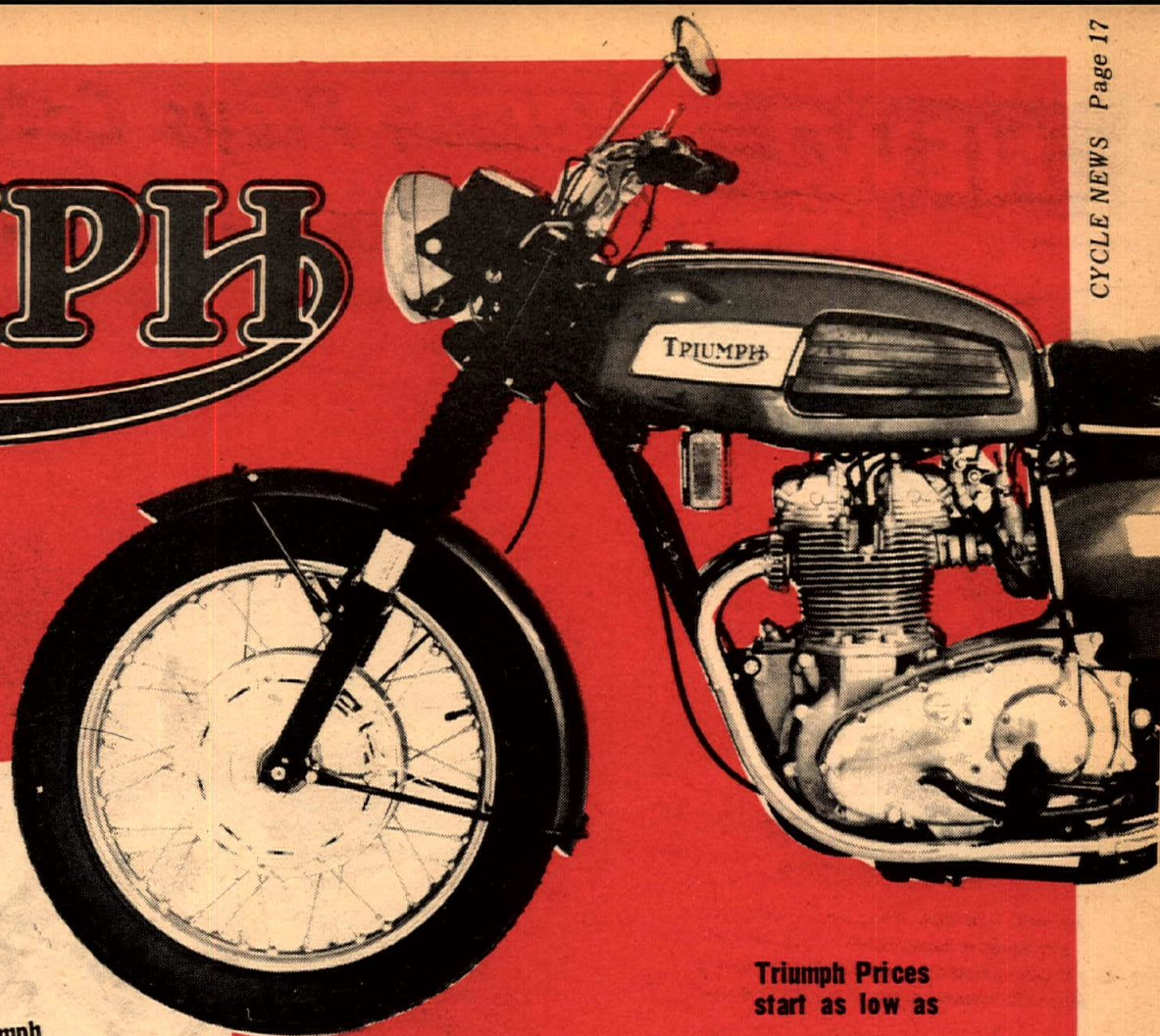
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Orland 1/2 Mile Scrambles

By Ed and Joan Powers

ORLAND, CALIF. August 10, 1969 - Valley M.C. of Chico hosted their yearly half mile scrambles at Orland Fairgrounds this Sunday. It was a full program for bike riders and spectators alike. Intermission entertainment was highlighted by Evil Knievel, demonstrating his abilities with wheelies past the grandstand and easily jumping thirteen (13) cars. Northern California spectators paid tribute to this colorful rider with loud standing ovations.

The heats proceeded in an orderly manner, but not without the ever present grit and sweat. A nasty little three foot jump propelled bikes and riders not forward, but straight up only to fall back with a bone jarring impact.

100 NOVICE

A real battle grew out of the 100 Novice class, the heat and long back stretch took its toll of these gallant little machines. Approaching the grandstand on the 4th lap, Jack Eddings of Nevada City led the pack, but his position on that nasty jump dropped to third as Ken Grandstaff of Chico grabbed first spot and Bob Snyder of Chico moved into second.

100 AMATEUR

In the 100 Amateur John Grant, on a Moto Beta took his lead and kept it to the finish. Dleno Becker of Palermo, Kaw., fought for second position and came through for the brass.

200 NOVICE

From the start of the 200 Novice Main the pack was peg to peg. After three laps Joe Allen nosed ahead by a few yard. But behind him the group was nipping at his heels. On the fourth lap things began to shape up. Ed (Great Pumpkin) Brown from Yuba City moved through the pack and locked bars with Allen. The fifth lap was strewn with downed bikes so Allen and Brown weaved through them. Seeing his opportunity Brown made his bid and grabbed first spot. Allen was second ahead of Jim Adams of Benicia.

250 NOVICE

From the line 250 Novices Mike Shoal of Redding and Mike Wilson of Sunset City powered to first and second and were never contested. The race was for that all important third place. Things were not too clear as several riders swapped positions. On the fifth lap five riders moved pas the stands together on the narrowest part of the track. Swinging wide on the outside, Dave Styles of Marysville blasted his Yamaha through the loose dirt and dust just under the wire for third place.

250 AMATEUR

The fast 250 Amateur boys got off the line pronto: Jim Vendly of Sacramento was first and John Soy, Bultaco, second. Jim Denny of Auburn was third until the last lap when two riders corralled him and down he went. Randell Lackey of Richmond pulled free and grabbed third.

250 EXPERT

Redding boys took home all the 250 Expert brass today, Bob Hurst, Bultaco; Gary Hurst, Kawasaki; and Ken Worburg, Yamaha in that order.

Ron Beck of Chico led the Open Novice group on his Honda until the fifth lap. Always close at hand was BSA rider Charles Lantz of Alameda who got number one, and Steve Byers of Chico moved his Montesa into second leaving Beck a third spot.

OPEN AMATEUR-EXPERT

In the Open Amateur Expert Bob Hurst of Redding sprinted a BSA to the lead and stayed there. Gene Corrant Triumph rider from Petaluma fought hard for second and Randy Scott of Chico really earned third on his Triumph.

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Maicos Make It At Santa Maria

By Donna Earnest
Photos by Paul Clark

SANTA MARIA, CAL., August 10, 1969 - Motocross by the Lompoc Slo-Pokes is an exciting affair especially when it is run on the Santa Maria Speedway. The course is reputed to be one of the best in the West and drew riders from all over coastal Central California.

Three riders from Coalinga all on 360 Maicos wrapped up the 500 Senior race just like it was planned. Bill Oliver led Cal Bottum and Mike Spier across the line.

John Mason and Vincent Clark both on Hodakas ran John Vince, Vince John, John Vince for several laps and left the rest of the field up on the ridge. It was John at the checkered with Vince right there. The only woman rider of the day, Carol Davis was fourth in all three motos but a crash on a sand hill put her out for the day.

John Hessick on his Maico showed blossoming Harvey Wynn the way to the finish in the 500 Junior go.

Husky rider Phil Jacobson from San Mateo was the first 250 Senior and Mike Spier, who ride in two classes was second.

It proved to be a long day for Al (Shakey) Davis as he got more tired with each lap and almost let Paul McDaniel get by him in the final moto of the 250 Junior class. Al's Suzuki pulled away from Paul's Yamaha and Mike Beardsly took third and Mike Beanway was fourth.

38 riders crowded into the first turn in the 125 Junior race. Greg Johnson sorted his Sachs out from the mob and came in first. Randy Piepfort was second and Sachs rider Milt Hayes from Oxnard took third. The 125 Senior division was won by Richard Allen aboard a Yamaha. He was followed by Mike David and Sachs man Bob Fortier.



A Santa Maria racer side hills along the motocross course. Grandstands by the Eucalyptus Seating Company.

By Greydon Maechtle
Photos by Doyle Gray

CARLSBAD, CALIF., Aug. 17 - Sunday was a good day at Carlsbad for both riders and spectators. A large field of entries, one of the best of the recent local road races, turned out for a fast day on the slick and slippery road course. Turns one and three were especially hazardous with lots of rubber and oil. A track official stated at the riders' meeting that the oil flag would be out constantly. Despite track conditions and the intense heat the riders got into the spirit of things and went all out on the 1.7 mile, nine turn road course.

After practice in the morning five lap heats and ten lap mains were run for all classes. The programs got under way in early afternoon with a sidecar exhibition. Roland Pagan of Triumph fame handling the passenger's chorse. He met the challenge well and it was disappointing no other sidehacks showed up to make a separate class. The sidecars are always exciting and come off as something of a special attraction.

The first race on the grid was the lightweight production event for bikes up to 200cc displacement. First place in the 200cc class went to Jerry Loughrin on a Bridgestone. Pat Evans, riding a Don Vesco sponsored Yamaha, sped smoothly to a first place in the 100cc.

Next off were the big bikes, the heavyweight production machines. Roland Pagan managed one of his usual lightning starts and ran away with first till a frozen gearbox in turn one put him on the pavement and out of the race. Mike Keen's BSA Rocket was now running in first spot and Keen kept the lead for the remainder of the ten laps. Jack Harney (Kaw) finished first in the 500cc and Wade Killen (Suz) and Hal Petrie (Kaw) were class winners in the 350 and 250 events.

First off the grid in the 175 Sr. G.P.

was Rudy Galindo on his rapid 125 Yamaha. The leader on lap one, however, was Mel Dineson sponsored Don Emde (Hod). Emde hung onto first until the third lap when Galindo and Hurley Wilvert (Hon) got by. The next lap Wilvert was out with a broken rod and Bridge-stone rider Stan Smith moved into second. Positions on the following laps were: Galindo, Smith, Emde, and John McGillivray. Toward the end McGillivray passed Emde whose Hodaka seemed to run slower and slower, and that's how they finished.

The 0-200cc Jr. G.P. came up next and class winners were: 200-Jay Loughrin (Bri), 125- Walt Garnett (Hon), 100- Ed Light (Yam), and 50- Rod Schmidt (Ital). Following was the combined 350 Sr. G.P. and 250 through Open Jr. G.P. The seniors were given a ten second handicap and left the grid first. This time it was Emde's race, leading from start to finish. Steve McLaughlin (Yam) was second and Belford Welsch, also Yamaha mounted, third. Among the juniors Jack Harney's Kawasaki took first in 500cc and Dick Brewer was first in 250cc with a Yamaha.

Last race on the list was the 250 Sr. G.P., with everyone but Hurley Wilvert (Kaw), riding Yamahas. Don Emde charged to the lead and stayed there for

Everything Smooth At Bonneville

In contrast to last year's soupy and unpredictable conditions on the Bonneville Salt Flats the 1969 Bonneville Nationals will be run over a course that has optimum characteristics and will almost assuredly allow record machine builders to make changes in the books.

Glenn Deeds, President of Bonneville National, made a reconnaissance flight to the vast white and reported his findings at a recent meeting of the 200 Mile per Hour Club. Deeds said that the area has received more rain this season than in the ten previous. However, he said the condition of the salt is much dryer than at the beginning speed week last year. Deeds explained that a graded up road separates the course from the foothills that normally drain their rain water onto the salt. Although this dryness makes for a rougher course Deeds thinks that it might become an advantage because the course could accept 5 or 6 inches of unexpected rain without driving the competitors home.

Deeds sums up the salt by saying, "It's in good shape this year. I think there will be no problem at all."

The traditional 9 mile course will be shortened this year to 8 miles because of the requests of a private land owner at one end of the run. Another change is

that the longer of the two courses used will be on the side away from the return road. This eliminates any danger caused when a short course vehicle crosses the long course to reach the return road.

Coordinator of the AMA motorcycle entries, Earl Flanders and spokesmen from the 200 Mile per Hour Club agree that the 1969 Bonneville Nationals will be the "year of the motorcycles". The car and bike entries are almost equal in number and as the post entries filter in the two-wheelers may out number the cars.

Interest in the motorcycle division seems to center around the 750cc classes because of the new production engines being introduced in this size bracket. 14 of the 16 classes for 750cc powered bikes have been filled by builders and riders from all over the States.

From Detroit, Robert Leppan is returning with his Gyronaut streamliner. This time it is powered by two Triumph 750cc engines and he hopes to better the 245 mph mark that he put in the AMA record book in the 1966 contest.

Although many 750cc records will likely be set, Flanders feels that the new engines will flower even better next year after tuners have had more time to develop their potential.

Mann Makes It Two At Peoria

PEORIA, ILL. Aug. 17 - Daring Dick Mann, who has experienced more troubles this season than the boy named Sue, had everything under control this weekend as he backed his Friday night Santa Fe Short Track National win with a first place performance in the Peoria TT Championship.

Switching to his rusty (but not always trusty) BSA for the steeplechase, Mann set the pace in the third Expert heat race, winning that for openers.

Meanwhile, Battling Bart Markel had won his heat and set fast time, breaking his own record set last year (29.73 sec.) with a one-lap time of 29.51 on his Harley-Davidson Sportster. Oregon's new national number 70, Mark Williams followed Markel in. Skip Van Leeuwen (Triumph) won the other Expert heat.

Cal Rayborn, currently second in national points, shot to the lead of the expert final at the flag's wave and held the forefront for 13 laps. From laps 11 to 13 Mann, who'd held second since lap two, swapped the lead with Rayborn until he finally took it away for good on lap 14. Mann held it on to the end of the 20 lap contest. He also won the event in 1967.

Rapid newcomer Mark Brelsford got off his machine on lap 6 and retired. Dusty Copping pulled into the pits with mechanical problems and was unable to finish.

A giant-size pileup on the jump during the second expert heat sidelined four riders. Roger Rieman, Sonny Burres, James (5w) Jones and Ron (50w) Hoppe all went down, but were uninjured.

Estimated at 12,000 sweating souls, the crowd saw 36 Amateur class entries all qualify, led by Tacoma's John Bromley (31w) with a 30.7 second lap on his H-D. Bromley also won his heat, as did Keith Mashburn (Tri) and 88c Robert David (Tri). Eddie Wirth won the Expert Semi.

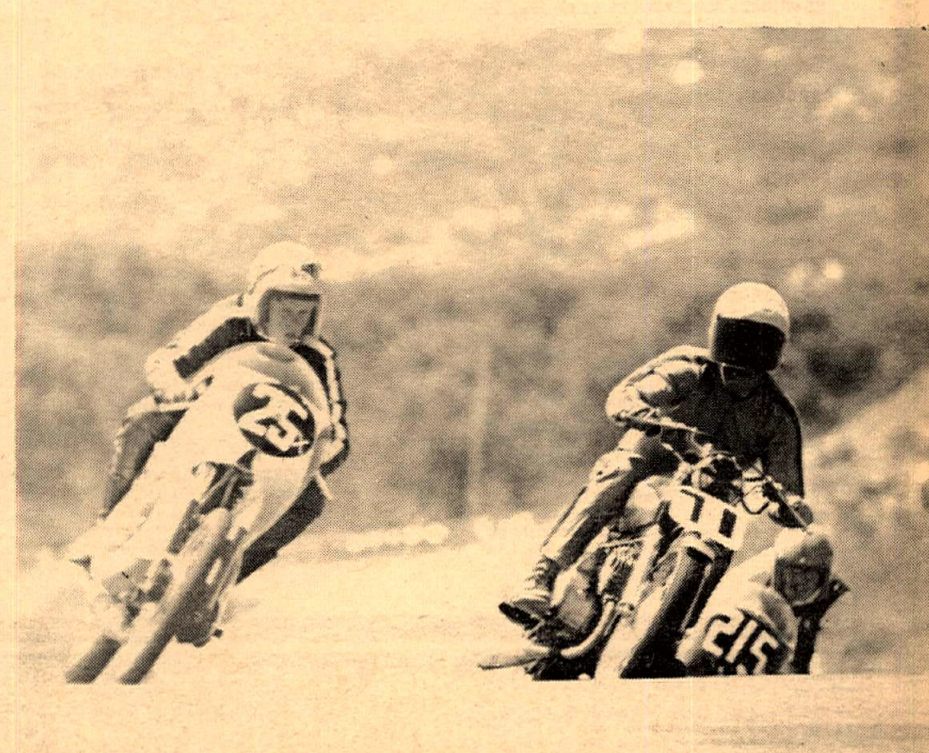
The weekend's racing did not greatly affect the national championship points standings, except to move Gene Romero back up to third place and Mann, by virtue of his twin wins, into sixth.

(Results and point standings on page 20)



the first five laps. He was followed by Rudy Galindo and Jody Nicholas. Jody left the grid last but had third spot by lap two. On another of his fantastic rides Nicholas moved out of Galindo's slipstream and passed him coming down the straight on the sixth lap. Going into turn one he out-braked Emde and passed him on the outside, taking the lead. The rest of the way it was Jody first. Wilvert soon retired with a locked rear brake. Not his day. A bit later Galindo too went out. Emde finished second, quick Pat Hynan third, and Lance Keith rode a fast, smooth race to fourth.

(Results on page 20)



Pat Evans takes the outside line around a rider on an unfaired bike.

ADELANTO TT Adelanto, Cal., August 10, 1969		
100cc NOVICE		
Bob Sanders	Kaw	
Tom Hdden	Bri	
Jeff Sexton	Hon	
100cc AM EX		
Gary Scott	Cim	
Richard Sweaney	Kaw	
Jim Raymond	Yam	
MINI		
Gary Woods	Tac	
Chris Redding	Hon	
Don Freedle	Bud	
125cc EXPERT		
Bob Sanders	Kaw	
Rich Sweaney	Kaw	
Hank Scott	Yam	
250cc NOVICE		
Gary Shafer	Bul	
Bill Hardin	Suz	
Eddy Hudson	Suz	
GIRLS		
Julie Schamel	Yam	
L. Gatov	Hon	
Trudy Redding	Cim	
Marylee Schamel	Suz	
250 AM EX		
Jimmy Raymond	Mon	
Ed Hud	Suz	
John Payne	Suz	
OPEN		
Terry Dorsch	Tri	
Ray Cerzedge	Tri	
Jim Maupin	Tri	
500cc AM EX		
Gary Scott	Cim	
Jim Raymond	Mon	
Sam Thomas	Bul	

ORLAND SCRAMBLES
Orland, Cal.,
August 10, 1969
By J. Noffsinger

100cc NOVICE MAIN		
Ken Grandstaff	Hod	
Robert Snyder	Hod	
Jack Eddings	Hod	
AMATEUR MAIN		
John Grant	M-B	
Delno Becker	Kaw	
200cc		
Ed Brown	Bul	
Joe Allen	Kaw	
Jim Adams	Bul	
250cc NOVICE MAIN		
Mike Snook	Bul	
Mike Wilson	Suz	
Dave Styles	Yam	
AMATEUR MAIN		
Jim Vendley	Kaw	
John Soy	Bul	
Randel Lackey	Oss	
EXPERT MAIN		
Bob Hurst	Bul	
Gary Hurst	Kaw	
Ken Norberg	Yam	
Jim Crenshaw	Yam	
OPEN NOVICE		
Chuck Lantz	BSA	
Steve Byers	Mon	
Ron Peck	Hon	
AMATEUR & EXPERT		
Bob Hurst	BSA	
Gene Conant	Tri	
Randy Scott	Tri	



CYCLELAND SPEEDWAY
Chico, Cal.,
August 9, 1969
By J. Noffsinger

100cc		
BEGINNERS		
Paul Carter	Hod	
SCRATCH		
Charles McGinsey		
HANDICAP		
John Grant	M-B	
Paul Carter	Hod	
Scott Vendley	Bri	
200cc		
BEGINNERS		
Jerry Spain	Oss	
SCRATCH		
Joe Allen	Kaw	
HANDICAP		
Fred Weaver	Oss	
Mike Rockwell	Yam	
250cc		
BEGINNERS		
Ron Chesney	Yam	
SCRATCH		
Jim Crenshaw	Yam	
HANDICAP		
Paul Minor, Jr.	Bul	
Lee Stumpenhous	Bul	
Barry Hyatt	Hon	

PERRIS TT Perris, Cal., August 9, 1969 By Elaine Jones		
100cc NOVICE I		
Bill Dobbs	Suz	
Mark Bailey	Hon	
Steve Tinsley	Yam	
Craig Johnson	Suz	
100cc NOVICE II		
Toby Stanford	Yam	
Rob Morrison	Cim	
Jim Tripp	Hod	
Dan Johnson	Kaw	
100cc AM EX		
Doug Mason	Kaw	
Gary Caldwell	Suz	
Don Harrison	Bul	
Chuck Isbell	Kaw	
125cc NOVICE		
Don Walters	Yam	
John Mudd	Yam	
Jim McKay	Sac	
Keneth Hill	Yam	
175-200 NOVICE		
#143		
Tom Heard	Bul	
James Blunt	Oss	
Richard Greville	Kaw	
250cc NOVICE I		
Gerald F. Jarman	Bul	
Jerry Ayers	Hus	
Mike Wilson	Oss	
James Arner	Yam	
250cc NOVICE II		
Ron Bourbonnais	Kaw	
Bob Greenstreet	Bul	
Toby Stanford	Bul	
Dale Teubner	Bul	
250cc NOVICE III		
Bob Kline	A-E	
Tim Abshier	Yam	
John C. Dosh	Suz	
Tom Vardeman	Bul	
250cc AM EX		
Dennis Creason	Bul	
Doug Mason	Kaw	
Chcuck Claydon	Kaw	
Dennis Carlson	Yam	
350cc NOVICE		
Bruce Prior	H-D	
Bruce Yoakman	Hon	
Lance Bailey	Hon	
Dennis Ralph	Bul	
500-650 NOVICE		
Dave Fletcher	Tri	
Gary Cowden	CZ	
Phil Wood	BSA	
Lionel Beard	Tri	
AM EX MOTO		
Don Smith	Tri	
Bob Rudd	Hon	
Ronald McDaniels	Yam	
Mike Posey	Tri	

Results

MESA M.C. TT SCR.
Chula Vista, Cal.,
August 17, 1969
By Bill Harmer

POWDER PUFF		
Jeannie Gibson	Hod	
Shirley Newsom	Hod	
Debbie Reon	Hod	
100cc NOVICE		
Butch Montgomery	Hod	
Dave Malcomb	Hod	
Jeff Hosaka	Hod	
100cc EXPERT		
Jim McGuire	Hod	
Kevin Stafford	Hod	
Sal Peluso	Hod	
125cc NOVICE		
Mike Toussau	Yam	
Jeff Hosaka	Bul	
Mike Stephenson	Sac	
200cc COMBIMBED		
Earl Roloff	Yam	
John Swinko	Bul	
Bob Darnell	Kaw	
250cc NOVICE		
Sal Peluso	Yam	
Karl Pfenning	Bul	
John Payne	Suz	
250cc EXPERT		
Carl Byers	Yam	
Wayne Clarke	Kaw	
R. Vanderpool	Bul	
500cc EXPERT		
Gary Jones	BSA	
M. Chamberlain	Tri	
Don Jones	BSA	
OPEN NOVICE		
Bob Larson	Tri	
Rus Burch	BSA	
Mike Konshak	Nor	
OPEN EXPERT		
Jom Harmon	Nor	
Wayne Hosaka	Tri	
Rich Ribley	Nor	
SWEEPSTAKES		
Carl Byers	Yam	
R. Vanderpool	Bul	
M. Chamberlain	Tri	

OREGON SIDEWINDERS PROFESSIONAL TT Clackamas, Ore., August 8, 1969		
NOVICE		
1st HEAT		
Chuck Joyner	Kaw	
Darrel Cotton	Kaw	
Harold Morse	Bul	
Neal Hulet	Hon	
2nd HEAT		
Ed Herrmann	Bul	
Don McShane	Bul	
Mike McCall	Kaw	
A. Morinville	Kaw	
T. D.		
Chuck Joyner	Kaw	
Ed Herrmann	Bul	
Darrel Cotton	Kaw	
CONSOLEATION		
J. Robertson	Bul	
Terry Hulbert	Suz	
Sonnie Wright	Yam	
Loren Joelley	Bul	
MAIN		
Chuck Joyner	Kaw	
Darrel Cotton	Kaw	
Mike McCall	Kaw	
Ed Herrmann	Bul	
Don McShane	Bul	
Neal Hulet	Hon	
AMATEUR		
1st HEAT		
Jack Mott	BSA	
Ken Hart	Tri	
Mike Downing	Tri	
Duane Jordan	Tri	
2nd HEAT		
Bill Jackson	Tri	
Thad Lawrence	Kaw	
Len Miller	Tri	
Dennis Erdman	Tri	
AMATEUR T.D.		
Jack Mott	BSA	
Thad Lawrence	Kaw	
Bill Jackson	Tri	
Mike Downing	Tri	
MAIN		
Jack Mott	BSA	
Thad Lawrence	Kaw	
Bill Jackson	Tri	
Len Miller	Tri	
Dennis Erdman	Tri	
Ken Hart	Tri	
Mike Downing	Tri	
Duane Jordan	Tri	
EXPERT		
1st HEAT		
Mark Williams	Tri	
T. L. Hoglan	Tri	
Ike Reed	Tri	
Jimmie Smith	Tri	
2nd HEAT		
Ross Roberts	Tri	
Dick Donaca	Tri	
Mike Welton	Tri	
Dick Jagow	Tri	
T. D.		
Mark Williams	Tri	
Dick Donaca	Tri	
Ross Roberts	Tri	
T. L. Hoglan	Tri	
MAIN		
Mark Williams	Tri	
Dick Donaca	Tri	
Jimmie Smith	Tri	
Ike Reed	Tri	
Ross Roberts	Tri	

NOISE
ANNOYS
RIDE WITH
REASON

ORANGE CO. CLASS A Costa Mesa, Calif. Aug. 15, 1969 By Mike Capalite		
MATCH RACE		
Jim Gresham	Jaw	
Lonnie Arnold	Jaw	
MATCH RACE		
Sonny Nutter	Jaw	
Don Hawley	Jap	
CLASS B SCRATCH		
Jan Crawford	Jap	
Jimmy Stevens	Jap	
Joe Anderson	Jaw	
Mark Drysdan	Jap	
Les Chanky	Jaw	
HANDICAP MAIN		
Steve Scott	Jaw	
Jon Fishburn	Jap	
Norm Elledge	Jap	
Rick Woods	Jaw	
L. Heinselman	Jaw	
Jim Doron	Jap	
SCRATCH MAIN		
Rick Woods	Jaw	
Sonny Nutter	Jaw	
Stu Morley	Jaw	
John Carter	Jaw	

OREGON SIDEWINDERS CHAMPIONSHIP SCRAMBLES Clackamas, Ore. August 9, 1969		
100cc B MAIN		
Rocky Sharp	Suz	
Rob Ohge	Kaw	
Tom VanHouten	M-B	
A MAIN		
Allan Mundt	Hod	
Bruce Malvaney	Suz	
Dennis Fromm	Kaw	
Bill Lewis	Hod	
TROPHY DASH		
Allen Mundt	Hod	
200cc B MAIN		
Mark Baker	Bul	
Gary Milne	Hon	
Dave LaPore	Kaw	
A MAIN		
Gary Kapus	Kaw	
Jim Nichols	Kaw	
Mike Thompson	Bul	
Keith Forsythe	Kaw	
TROPHY DASH		
Gary Kapus	Kaw	
250cc C MAIN		
Loren Jolley	Bul	
Chuck Cherry	Bul	
B MAIN		
Bob Roller	Suz	
Sonnie Wright	Yam	
Jim Coultas	Yam	
A MAIN		
Chuck Joyner	Kaw	
Mike Ellis	Yam	
Bill Manley	Mon	
Dale Hixson	Yam	
TROPHY DASH		
Chuck Joyner	Kaw	
500cc B MAIN		
Jerry Dobbins	Kaw	
Don Wilkeson	Tri	
Joe Furman	Bul	
A MAIN		
Dave LeRoque	Bul	
Doc Harmon	Hon	
Ralph Hill	Tri	
Sig Christiansen	Kaw	
TROPHY DASH		
Don McShane	Suz	
OPEN B MAIN		
Dennis Erdman	Tri	
Bob Bernstein	Tri	
Greg Rodgers	Tri	
A MAIN		
Chuck Joyner	Kaw	
Ken Hart	Tri	
Bob Lindauer	BSA	
Mark Baker	Tri	
TROPHY DASH		
Jesse Rodriguez	Tri	
SEASON HIGH POINT		
TROPHIES		
100cc: Dennis	Kaw	
Dennis Fromm	Kaw	
200cc:		
Gary Kapus	Kaw	
250cc:		
Mike Ellis	Yam	
500cc:		
Jay Lacey	Tri	
OPEN		
Bob Lindauer	BSA	

SANTA FE NATIONAL
Hinsdale, Ill.
August 15, 1969

EXPERT		
Dick Mann	Oss	
Neil Kern	Yam	
Mark Brelsford	H-D	
Bart Markel		
Gene Romero		
Jim Rice		
Chuck Palmgren		
Bill O'Brien	Bul	
Cal Rayborn	H-D	
Jim Mc Murren	H-D	
Grant Brown		
Sid Carlson	DNF	
AMATEUR		
Don Castro	BSA	
Charlie Chapple	Yam	
Gordon Dusenbury		
Ken Pressgrove		
Keith Mashburn		
Al McAlexander		
Bill Eves		
Dean Ehlert		
Ron Kieper		
Royal Sherbet		
Mike Mathews		
Robin Martin	DNF	
FASTEST TIME		
Sid Carlson		
POINTS AFTER SANTA		
FE		
Lawwill	458	
Rayborn	429	
Romero	373	
Nixon	345	
Markel	307	
Palmgren	291	
Brelsford	289	
Mann	273	

BAY MARE BENEFIT 1000 Oaks, Cal., August 10, 1969 By Dave Smead		
125 JR. DIV I		
Dennis Garber	Sac	
Dennis Chandler	Yam	
Dan Armstrong	Yam	
Steve Armstrong	Yam	
Rod Monisor	Bul	
Al Wurtzel	Zun	
Burt Severy	Yam	
Carl Schutte	Sac	
Dwyane Lunsford	Yam	
Steve Italiano	Yam	
125 JR. DIV 2		
Mark Cook	Bul	
Richard Foshay	Sac	
Robert Fortier	Yam	
Nick Donwen	Yam	
Robert Milner	Yam	
Mike Brown	Sac	
Bob Watson	Yam	
David Donnelly	Hon	
Vern Ballard	Sac	
Stan Vines	Sac	
125 SR		
Gene Cannady	Sac	
Bill Silverthorn	Pen	
Lars Larson	Pen	
Mike Runyard	Sac	
Gary Bailey	Pen	
Bruce Baron	Sac	
Jim Dawson	Yam	
Joe Viellon	Sac	
Bob Vacca	Bul	
Bobby Ewing	Sac	
500 JR.		
Bob Steffan	Mai	
Carl Cotton	AmE	
Joseph Biedenbush	CZ	
Raul Escamilla	Hus	
Mike Chamberlain	Hus	
Tony Capistrano	Mai	
Nick Leontieff	Hus	
Lee Hoase	Mai	
Ray Maxey	Bul	
Dave Thompson	Mon	
250 JR DIV I		
John Ribber	CZ	
Rick Norris	Mon	
Bruce DeSoto	Hus	
Clark Bachman	Bul	
Dan Schaffer	Yam	
Jim Myers	Bul	
Bob Hill	Mon	
Bill Gregory	Bul	
250 JR DIV 2		
Jim O'NEAL	CZ	
Ron Bird	Yam	
Bob Moore	Hus	
James Exler	Bul	
Dave Kribill	Sac	
Roger Spahr	Bul	
Tom Brown	Hus	
Lloyd Sukut	CZ	
Tom Synder	Bul	
Rone Dere	Kaw	
250 SR		
Gary Bailey	Gre	
Jim West	Yam	
K. Kato	Yam	
Mike Runyard	AE	
Al Baker	Yam	
Tim Hart	Mon	
Bruce Baron	CZ	
Bob Kulek	CZ	
Mike Pera	Hus	
Ken Beach	Hus	
500 SR		
Gary Bailey	Gre	
Tim Hart	Mon	
John De Soto	Hus	
Lon Peterson	Mai	
Shorty Raudman	Mai	
Mark Blackwell	CZ	
Hank Wessell	BSA	
John Larson	Hus	

SIDEWINDERS TT
August 8, 1969
By J. Lacey

NOVICE TROPHY	
DASH	
Chuck Joyner	Kay
NOVICE MAIN EVENT	
Chuck Joyner	Kay
Darell Cotton	Kay
Mike McCall	Kay
Ed Herrman	Bul
AMATEUR TROPHY	
DASH	
Jack Mott	BSA
AMATEUR MAIN	
EVENT	
Jack Mott	BSA
Thad Lawrence	Kay
Bill Jackson	Tri
EXPERT TROPHY	
DASH	
Mark Williams	Tri
EXPERT MAIN EVENT	
Mark Williams	Tri
Dick Donaca	Tri
Jimmy Smith	Tri
Ike Reed	Tri

HILLTOPPERS M.C. TT SCRAMBLES Perris, Calif. Aug. 17, 1969 By Maureen Lee 50cc AM-EX. MAIN Hank Scott Hon Jay Lewis Yam Charles Summers Hon POWDER PUFF MAIN Diane Connolly Hon Lynette Burke Bul Debbie Sanders Kaw Tiny Doran Hon Maureen Lee Hon 100cc NOVICE MAIN Dan Daigh Suz Robert Sanders Kaw Rob Morrison Cim Dan Hart M-B Bruce Ogilvie Hon 125cc NOVICE MAIN Davey Davis Bul Richard Sanders Bul Larry Bird Yam David Tudor Yam Robert Hill Yam 100cc EXPERT MAIN Steve Nichols Yam Troy McKee Hon Richard Sweeney Kaw Dale Hopkins Suz Jay Lewis Yam 125cc AM-EX. MAIN Gary Caldwell Yam Al Baker Yam B. Frauenberger Bul John Rice Sac John Carmello Yam 175cc MAIN Craig Cove Oss Larry Taylor Bul Fred Bendrut Bul S. Pondexter Kaw D. Lundberg Bul 250cc NOVICE MAIN John Smith Bul Dennis Web BSA Larry Shaw Bul Dale Webb Gre Kevin Bush Oss 250cc AMATEUR MAIN Ron Powell Kaw Ron Rinsen Kaw Ton Vardeman Bul Chuch Clayton Kaw Karl Wilson Bul 250cc EXPERT MAIN Steve Nichols Yam Larry Taylor Bul Gary Scott Yam Dan Carlton Oss B. Frauenberger Bul 21"-500 OPEN AM. Rick Marquis Hon Jim Maupin Tri Dave Brooks BSA P. Armstrong Tri Larry Blinn Tri 350cc NOVICE MAIN C. W. McIntosh Hon L. Bailey Hon G. Herwick Bul D. Rick Duc T. Shumard BSA 500cc OPEN NOVICE G. Nord R. G. Porzelt C. Tidwell S. Young C. Leslie 21"-OPEN EXPERT Terry Dorsch Tri Tony Denvis H-D Terry Moriarty Tri John Rice Mai T. LaFortune Tri TROJAN SPEEDWAY Thursday, August 14th 125 MAIN Paul Wilde Yam Jim Raymond Yam Dave Riggs Yam Raymond Wunno Bul 250 MAIN Lee Stumpenhous Bul Dave Stumpenhous Yam Larry Shaw Bul Jim Raymond Gre 100cc MAIN 50 LAPPER Dale Hopkins Suz Jack Morgan Hod Gary Scott Cim Scott Hoffer Hod Dave Valentine Hod INVADERS M.C. EUROPEAN SCRAMBLES Aug. 17, 1969 By Dick Wright	RAINIER, WASH. August 9, 1969 By Leanta Cram 125 B CLASS Jeffrey Strutz Kaw Rick Spender Kaw 125 A CLASS Jerry Anderson Yam Red Sylstad Hod Chuck Anderson Kaw 200 B CLASS Larry Kiesel Bul Dick Anderson Kaw 200 A CLASS Ed Waite Bri Brad Mills Kaw Jeff McCoy Bul 250 C CLASS Rich Durward Kaw 250 B CLASS Mike Colyear Bul John Anderson Kaw 250 A CLASS Dale Pace Kaw Brad Mills Kaw Ken Simmons Bul OPEN B CLASS Dan Kirk Tri Don Ellis Suz OPEN A CLASS Jim Grace BSA Gene Cram Tri Sully Sullivan BSA MINI CLASS Randy McNevelin Jay Goodwin Brett Kewell WHITEMAN SPEEDWAY Pacoima, Calif. Aug. 16, 1969 By Mike Capalite TROPHY DASH Rich Woods Jaw Mike Bast Jaw Sonny Nutter Jaw John Carter Jaw C MAIN Greg Haserot Jaw D. Gildenhaus Jap Terry Graham Jap Lonnie Castillo Jap B MAIN Mike Bast Jaw Stu Morley Jaw Sonny Nutter Jaw Norm Elledge Jap A MAIN L. Heninselman Jaw Rick Woods Jaw John Carter Jaw P. Conserriere Jaw BLACK HILLS CLASSIC Sturgis, S. D. August 9th and 10th HILLCLIMB 100cc: A. Davis Hod 125cc: Larry Elnes Yam 250cc: Don Krebs Tri 500cc: Clint Ellis Ind. Open: Bob Donohue SCRAMBLES 100cc: Bill Liebig Bri 125cc: G. Scherschlight Kaw 175cc: Randy Leutgens Hon 250cc: Jerry Cheney Yam 500cc: Roger Richerts Mai WED. SPORTSMAN SHORT TRACK 100cc: Jerry Cheney Hod 125cc: Chubby Arneur Bul 175cc: L. Sherman Par 250 Main: J. Cheney Yam 250 CONSOLATION Hap Mc Gowan Bul THURS. SPORTSMAN SHORT TRACK 100cc: Jerry Cheney Hod 125cc: Marty Heitkamp Yam 175cc: Jay Cheney Yam 250 Main: J. Cheney Yam 250 CONSOLATION Jerry Lessett Bul Freddie Edwards Yam Bill Duesenberg Yam Jerry Cheney Yam SATURDAY 1/2 MILE NOVICE Freddie Edwards Yam AMATEUR Bob Haynes EXPERT Earl Laut SUNDAY 1/2 MILE NOVICE Freddy Edwards Yam Jerry Cheney Yam Rick Holley Yam AMATEUR Van Bibber EXPERT Neil Keen BSA Grant Brown Tri	2 DAY RALLIE Clackamas, Ore. Brush Prairie, Wash. By N.A. Williams 100cc Alan Mundt Hod 200cc Gary Kapus Kaw 250cc Bob Lindauer Yam 500cc Doc Harman Hon OPEN Mark Baker Tri LUCKY SPOKES SCRAMBLES Brush Prairie, Wash. August 10, 1969 By N. A. Williams BEGINNERS 50cc MOTO CROSS Jim Perry Toh Robin Boren Toh BEGINNERS 100cc MOTO CROSS Rupert Dykstra Hon Brad Crouse Hon Barry Agard Hon 100cc TROPHY DASH Alan Mundt Hod A MAIN Alan Mundt Hod Bruce Malvaney Suz Ricky Graves Hod B MAIN Ron Story Suz Mike Manning Bul C MAIN Jack Mills Kaw 200cc TROPHY DASH Gary Kapus Kaw A MAIN Gary Kapus Kaw Jim Nichols Kaw Keith Forsythe Kaw 200 B MAIN Gary Milne Hon Mike Hannula Yam 250cc TROPHY DASH Bob Lindauer Yam A MAIN Randv Skiver Hon B MAIN Vern Perry Duc Chuck Joyner C C MAIN Steve Harvey Kaw D MAIN Erwin Suerdrup Mon 500cc TROPHY DASH Fredolf Johnson Mai A MAIN Fredolf Johnson Mai Doc Harmon Hon Howard Bushman BSA B MAIN Milton Fridley Tri OPEN CLASS TROPHY DASH Henry Schram Tri A MAIN Vern Perry Tri Randv Skiver BSA B MAIN Bob Bernstein Tri Jerry Newman BSA SLO-POKES MOTOCROSS Santa Maria, Calif. Aug. 17, 1969 By Donna Earnest 100JUNIOR John Mason Hod 125 SENIOR Richard Allen Yam Mike David Sac 250 JUNIOR Al Davis Suz Paul McDaniel Yam 500 JUNIOR John Hessick Mai Harvey Wynne Mai Ron Clawson Hus 100 SENIOR Scott Irving Zun Cliff Dauer Hod Pete Smith Hod 125 Junior Greg Johnson Sac Randy Piepfrom Yam Milton Hayes Sac Michael McQuin Sac Allen Leach Sac Doug Taylor Yam 250 SENIOR Buck Horton Yam 200 NOVICE Rick Reed Bul Butch Rudolph Yam 200 AMATEUR L. Reed Bul T. Francisco Oss Randy Matthews Bri 250 NOVICE Tim Tonlinson Mon Ron Kiener Yam J. Vasconcelles Yam KEARNEY BOWL August 9, 1969 By Tim Thomas 100 NOVICE Jeff Davidson Bri Kyle Lessley Kaw Greg Gifford Hod Jerry Chandler Kaw Richard Mabey Kaw 100 AMATEUR Darrel Smith Bri Steve Baker Bri BB M-B Gary Maulden M-B Jack Jones Suz 125 NOVICE Bill Loflin Yam Dave Kunkel Yam Mike Summerlin Yam Doug Hurley Yam Randy Piephern Yam 125 AM-EX. Ron Tobey Yam Leon Cotton Yam Mike Lane Yam A. Nystrom Yam Buck Horton Yam 200 NOVICE Rick Reed Bul Butch Rudolph Yam 200 AMATEUR L. Reed Bul T. Francisco Oss Randy Matthews Bri 250 NOVICE Tim Tonlinson Mon Ron Kiener Yam J. Vasconcelles Yam	SACRAMENTO RACE- WAY POINT STAND- INGS August 14, 1969 100 NOVICE Robie Robison, Modesto 2389 P. Carter, Rancho Cordova 1283 Jim Vaughn, Fairfield 1029 Don Bonacci, Sacramento 1029 Rollen Eskew, R. Cordova 753 125 NOVICE Ray Hinson, Campbell 1527 Greg Johnson, Fair Oaks 1194 Bill Byrd, Carmichael 990 Steve Bullard, Fairfield 960 Rich. Ward, Citrus Heights 577 125 AMATEUR Rick Smith, Sacramento 2900 Ron Blackman, Carmichael 2340 Charles McGimsey, R. Cor. 1767 Del Silva, Sacramento 1763 Bill Krantz, Orangevale 1492 200 NOVICE R. Wyman, Redwood City 1925 Mike O'Brien, Sausalito 934 Steve Lazzarini, Martinez 800 Bob Leamer, Fairfield 779 Lee Rice, Oakdale 644 200 AMATEUR-EXPERT Fred McFarland, Escalon 2269 R. Pierre Bares, Reno 1630 Steve Norberg, Rio Linda 1559 John Dotson, Rio Vista 869 Don Brumelow 619 250 NOVICE Wayne Davis, Santa Rosa 1525 Sam White, No. Highlands 1372 Bill Calicura, Martinez 1135 Marino Lo Curto, Sonoma 1005 Jerry Spain, Sacramento 927 250 AMATEUR Paul Minor, Jr., Sacramento 2015 Ron Mattered, Santa Rosa 1725 M. Richardson, San Rafael 1527 Dave Klien, Antelope 1039 James Thompson, Petaluma 919 250 EXPERT Ralph Waldeman, Fairfield 2400 John Green, Carmichael 2098 G. Carter, No. Highlands 1211 Gene Conant, Petaluma 765 M. Beideman, Oakdale 714 POWDER PUFF Lynette Gutierrez, 1900 Ginger Burrola 1000 BRITISH SPEEDWAY CHAM- PIONSHIP West Ham Stadium London, England Barry Briggs New Zealand 15 Pts. Nigel Boocock England 13 Ronnie Moore New Zealand 13 Ivan Mauger New Zealand 11 Ken McKinlay Scotland 11 Howard Cole England 9 Arnold Hale England 8 Eric Boocock England 8 Garry Middleton Australia 8 Charlie Monk Australia 66 OASIS SCRAMBLERS TT Fallon, Nevada August 9, 1969 By Robert Caudle 100cc NOVICE J. Cunningham Hon Bill Busy Bul Steve Woener Bul 125 NOVICE Ron Skinner Yam Lonnie Murphy Yam Juan Guzman Yam 200 NOVICE Bill Krejci Bul Vern Tranberg Hon Mernie Irwin Yam 250 NOVICE Ken Lighthouse Yam Dennis Pimley Mon E. McPerson Bul Larry Hicks Yam R. Effenberger Bul 250 AM-EX. Barclay Trehal Yam Windy Foreman Yam C-Z Steve Yound 375 NOVICE Jack Pine Hon Leroy Kay Mai Ted Webb Mai OPEN NOVICE Lee Curtis BSA Fred Rogers Tri OPEN AM-EX. Charlie Stewart Tri Barclay Trehal Tri ACA MOTOCROSS Saddleback Park, Calif. Aug. 17, 1969 100cc SPORTSMAN Paul Bras Sac Bob Rowe Hod Steve Sears Sac 125cc SPORTSMAN Ben Harwell Bul Tilton Shumate Sac Rod Morrison Bul 250cc SPORTSMAN Jim O'Neal C-Z L. Pfutzenreuter Bul Bill Spann Mon 125cc SENIOR Tomm Rapp Bul Mike Runyard Sac Bob Vacca Bul 250cc SENIOR Tim Hart Mon Gary Harris C-Z Kiyomaru Kato Yam 500cc SENIOR Tim Hart Mon Ron Fry Hus Bob Maynard C-Z 350cc SPORTSMAN R. Mortensen C-Z Steve Scharf Hon 500cc SPORTSMAN Carl Cotton Eag Sam Jones Hus James Foxe Hus ASCOT FLAT TRACK Gardena, Calif. Aug. 15, 1969 By Eric Raits EXPERT-AMATEUR Rockwood BSA Lacher H-D Donaher Vel Conserriere H-D Kruseman Nor Earl H-D Patrick Tri NOVICE MAIN Emde Suz Hatley Bul Edwards Yam Longwith Kaw Heart Suz TROPHY DASH Trockwood BSA Seaborne BSA Patrick Tri Lacher H-D <td> AMERICAN MOTOCROSS CLUB, MOTOCROSS & FUN FOR ALL Bay Mare, Calif. Aug. 17, 1969 125 JR. Jim Warrer Sac Al Egzi Yam Chuck Berry Sac Steve Armstrong Yam Dan Armstrong Yam Bob Brooks Bul 125 SR. Gene Cannady Sac Jim Dawson Yam Joe Veillon Sac Arvin Cox Sac Walt Bird Yam George Onio Sac 250 JR. C. Esterline Bul Bill Harris Mai Wes Evans Bul Jim MacDonald Yam George Rodkey Oss POWDER PUFF Wendy Littlel Yam Joan Willson Hod Jenny Bird Pen 250 SR. Gary Bailey Gre Jim West Yam Bob Bailey Gre Jim Nicholson C-Z Linus Beall Bul Fran Nestor Bul 500 JR. W. Payne Mai M. Chamberlain Hus Wally Gordon Gre Steve Warren Gre B. Drozowski A-E Steve Littlel --- OLDMEN Jolly Pierce Mat Oldman Scott Bul Ears Tamlinson Gre Jack Michett Bul Gums Beall Yam 500 SR. Gary Bailey Gre Dennis Feeffe Hus Joe Veillon Mai SALEM MOTOCROSS PARK EUROPEAN MOTOCROSS Salem, Oregon Aug. 10, 1969 By Marie Layton OPEN DIVISION Dick Jagow Gre Bob Leach C-Z Dennis Himes C-Z Jerry Beard Gre Don Schaberg Mai 250cc SENIOR Dick Jagow Gre Bob Leach C-Z Bill Cook C-Z Mike Layvine C-Z Keith Nerseth C-Z 250cc JUNIOR Gary McDowell Yam Jerry Leslie Hus Thomas Jette C-Z Jerry Strand Mai 125cc SENIOR Dennis Shipman Bul Dale Demaris Sac Dennis Himes Yam Stu Osborne Mail Gary Olsen Sac 125cc JUNIOR Tony Hefner Sac R. Buckley Yam Perry Quiring Hon Bob Eujers Mai Hal Rosbach Pen 100cc & UNDER BEGIN Stan Morin Hon Arlo Pade Sac Rod Wiebe Bul Charles Ramay Hod Kim Willison Suz MINI BIKE EVENT Ed Cleveland </td>	AMERICAN MOTOCROSS CLUB, MOTOCROSS & FUN FOR ALL Bay Mare, Calif. Aug. 17, 1969 125 JR. Jim Warrer Sac Al Egzi Yam Chuck Berry Sac Steve Armstrong Yam Dan Armstrong Yam Bob Brooks Bul 125 SR. Gene Cannady Sac Jim Dawson Yam Joe Veillon Sac Arvin Cox Sac Walt Bird Yam George Onio Sac 250 JR. C. Esterline Bul Bill Harris Mai Wes Evans Bul Jim MacDonald Yam George Rodkey Oss POWDER PUFF Wendy Littlel Yam Joan Willson Hod Jenny Bird Pen 250 SR. Gary Bailey Gre Jim West Yam Bob Bailey Gre Jim Nicholson C-Z Linus Beall Bul Fran Nestor Bul 500 JR. W. Payne Mai M. Chamberlain Hus Wally Gordon Gre Steve Warren Gre B. Drozowski A-E Steve Littlel --- OLDMEN Jolly Pierce Mat Oldman Scott Bul Ears Tamlinson Gre Jack Michett Bul Gums Beall Yam 500 SR. Gary Bailey Gre Dennis Feeffe Hus Joe Veillon Mai SALEM MOTOCROSS PARK EUROPEAN MOTOCROSS Salem, Oregon Aug. 10, 1969 By Marie Layton OPEN DIVISION Dick Jagow Gre Bob Leach C-Z Dennis Himes C-Z Jerry Beard Gre Don Schaberg Mai 250cc SENIOR Dick Jagow Gre Bob Leach C-Z Bill Cook C-Z Mike Layvine C-Z Keith Nerseth C-Z 250cc JUNIOR Gary McDowell Yam Jerry Leslie Hus Thomas Jette C-Z Jerry Strand Mai 125cc SENIOR Dennis Shipman Bul Dale Demaris Sac Dennis Himes Yam Stu Osborne Mail Gary Olsen Sac 125cc JUNIOR Tony Hefner Sac R. Buckley Yam Perry Quiring Hon Bob Eujers Mai Hal Rosbach Pen 100cc & UNDER BEGIN Stan Morin Hon Arlo Pade Sac Rod Wiebe Bul Charles Ramay Hod Kim Willison Suz MINI BIKE EVENT Ed Cleveland
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RESULTS

MERCER SHORT TRACK

August 12, 1969

By Tim Thomas

HEAT RACES - 1st.

2nd HEAT

3rd HEAT

4th HEAT

1st SEMI

2nd SEMI

Trophy Dash

Terry Sage

Terry Sage

Terry Sage

Terry Sage

Terry Sage

Terry Sage

Terry Sage

Terry Sage

PEORIA TT NATIONAL

AMA CHAMPIONSHIP

Peoria, Illinois

Aug. 17, 1969

AMATEUR FINAL

Keith Mashburn

Clarence Wells

Ken Pressgrove

J. Bromley

Ron Hawk

Buddy Powell

Chas. Chapple

David Hansen

R. A. Kieper

Robert Haynes

EXPERT CHAMPIONSHIP

Dick Mann

Cal Rayborn

Bart Markel

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Gripsters TT Scrambles
Elsinore, California, August 9th
100cc Novice
1st D. Hart XC100
Hanford TT Scrambles
August 8th 100cc Novice
1st Neil MacDannald XC100

Cycle Land Speedway
Chico, California August 2nd
100cc Scratch Main
1st John Grant XC100
100cc Handicap Main
1st Dave Searing XC100
2nd John Grant XC100

Des Moines, Iowa
August 3, 1969
100cc scrambles
1st John Kite XC100

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Cycle Courses Proposed As Safety Measure

By W. M. Askins
Art by B.E.R. Service

With the phenomenal increase in operations of motorcycles throughout the nation, legislation is pending in many states for enactment of laws and regulations governing ownership and qualifications and uses of cycles. Practically all proposed legislation is safety-oriented.

Five regional workshops on Motorcycle Safety Education have been held in the nation, under the sponsorship of the National Commission on Safety Education and with the cooperation of the Motorcycle, Scooter and Allied Trades Association.



Terry

The drive for motorcycle safety legislation comes from two sources simultaneously. Officials of motor vehicle departments of the various states, say that so many of the cycle accidents need not happen or should not be as damaging as they are - if cycles were under the same codes as automobiles are under. A second motorcycle safety group is made up of educators, most of them in the high schools, who are urging that courses in cycle ownership and operations be offered to students, in the same pattern as driver education courses are offered for car driving.

Coordinator for the regional workshop for the West, held in Sacramento, was Robert Terry of the California State Department of Education. The purpose of the workshop, sponsored by 12 national safety and driver and education organizations, was, "to share with your colleagues and counterparts in your region of the United States, in devising plans for meeting the urgent needs for motorcycle safety education where you live and work."

On the subject of Motorcycle Safety Education, Terry gives as his viewpoint of the situation:

It seems readily apparent that motorcycle safety education must be included within the parameter of traffic safety. When we contemplate the fact that over 400,000 motorcycles are registered in California we are at once confronted with the realization that the point in time has been reached where in a definitive method of education must be developed to implement an efficient merging of motorcycle transportation into the traffic complex.

Persons who are familiar with the development of high school automobile driver education will no doubt recall the difficulties of establishing and maintaining this program. No doubt motorcycle driver education will incur similar difficulties prior to achieving the goals and objectives envisioned by those of us who recognize the need for this endeavor.

In my opinion the course of action for development of this program will have been made easier due to the experiences of those who pioneered the automobile driver education programs. Additionally, national recognition of the need for motorcycle operator education and training courses is substantiated by the inclusion of motorcycle safety as one of sixteen standards which make up the National Highway Safety Program. The following extract from the Highway Safety Program Manual Vol. 3, Chapter IV, par. 2 b is of an informative nature to assist State and local agencies in implementing their highway safety programs and appears worthy of promulgation: (Additional paragraph of Volume 3 deals with program development, licensing, operation, protective equipment, vehicle equipment, vehicle inspection, motorcycle crash and injury records and reports.)

"2. Motorcycle Operator Education and Training"

...b. Objectives.

The State driver education program should provide for the establishment and administration of motorcycle operator education and training courses. An individual completing such a course should understand and appreciate each essential facet involved in safe operation of a motorcycle under all traffic conditions, classes of roads and highways, and climatological conditions."

At present the National Commission on Safety Education is sponsoring a national project on motorcycle safety education. The Western Regional Workshop for this project was conducted in Sacramento on June 19-20. Upon conclusion of the final workshop in Springfield Illinois, July 9-10 a final instrument will be developed which should prove of tremendous value in program organization and development. Needless to say, the value of such a document can only be realized through implementation.

The great success of our space program has been achieved through action, certainly not project papers and words alone. And I would submit that the ultimate California Motorcycle Safety Program will get off the drawing boards only through action on the part of dedicated persons who accept a challenge in the pursuit of excellence for a worthy cause. I have complete confidence that the challenge will be met with courage and vigor!

Terry, one of California's foremost authorities on vehicle safety, is a graduate of the University of San Francisco.

Terry is a Past President of the California Driver Education Association and legislative representative for three years. He served as a member of the advisory board for the Governor's Committee on Traffic Safety. Presently he is serving as a consultant for driver education with the California State Department of Education.

MOTORCYCLE DEALER WINS AIR FORCE SAFETY CITATION

A letter of commendation from an Air Force general and a special award from the 63rd Military Airlift Wing were presented to Triumph motorcycle dealer, Skip Fordyce, for his contribution to "101 Critical Days", an annual Air Force safety program.

Fordyce, a veteran stunt rider and owner of Skip Fordyce Motorcycle Center, gave motorcycle driving and safety demonstrations at Norton Airbase. The "101 Critical Days" program ends with the close of the Labor Day weekend.

Fordyce was presented with a letter of commendation from Brig. Gen. Louis Griffin, commander of the 63rd Military Airlift Wing and Norton Air Force Base commanding officer.

"The productivity of your outstanding presentation and riding demonstration can be measured by the fact that the 63rd Military Airlift Wing did not experience a single accident during the long Memorial Day weekend," Griffin told Fordyce.

Short Stroke

By Bill Blakeslee

"BIGGER BANGERS"

Maico has built a 480cc engine. Object being to get enough power and torque so they can fit only three speeds. With fewer gear changes they figure to be faster on a given course.

The 480 was tried at West German GP but both works riders reverted to their normal 360 mounts when they found it impossible to gear low enough for a slow hairpin turn. It was ridden by German Ernst Schmidt to a 14 and 18th in the two legs.

"DALESMAN LIVES"

I finally got mine. A 125V engined, British framed motocross racer. Its the Dalesman, by Peter Edmondson and the same one that Joe Roberts is handling in Belgium. It must be one of the few 125's that are really intended for racing. Its full sized, big wheeled and long wheel based. When you sit on it you don't feel as though you're on a unicycle like some warmed over 100s.

It comes in a kit, when you lay it all out it makes quite a pile. Everything is apart and only the engine is assembled in one unit. The Dalesman frame has a large diameter tube running from the steering head straight back to the beginning of the seat. Then two smaller tubes go back to pick up the top mount of the rear shocks, then down and forward to the swing arm mount. Two small tubes also come down from the top/main tube to the swing arm mount, behind the engine, and two go forward under the engine and up to the steering head again. The swing arm is quite large and most rigid and chain adjustment is conventional.

Front forks are the REH heavyweights. The conical front brake hub in aluminum is also by REH. Rear shocks are the tried and true Girtings with 88 pound springs. Tires are Dunlop Sports - 3.00x20 on the front and the new wide 4.00x18 rear. Pegs are solid and bolted on, quite a bit towards the rear. Tank and fenders are alloy. The seat is a thin, flat triangular thing.

Now the theory of the Dalesman becomes evident. Its heavy duty frame and suspension are intended to take the same poundings as a much bigger bike. The geometry is the same proven sizes that make 250s and even 360s stay upright and on the ground. And this is as it should be. Its quite clear to everyone by now that little bikes can turn in lap times comparable to big bores (at least on tracks we have here) so it stands to reason that similar suspensions are needed. I can think of only two, maybe three, other 125s that the same can be said for.

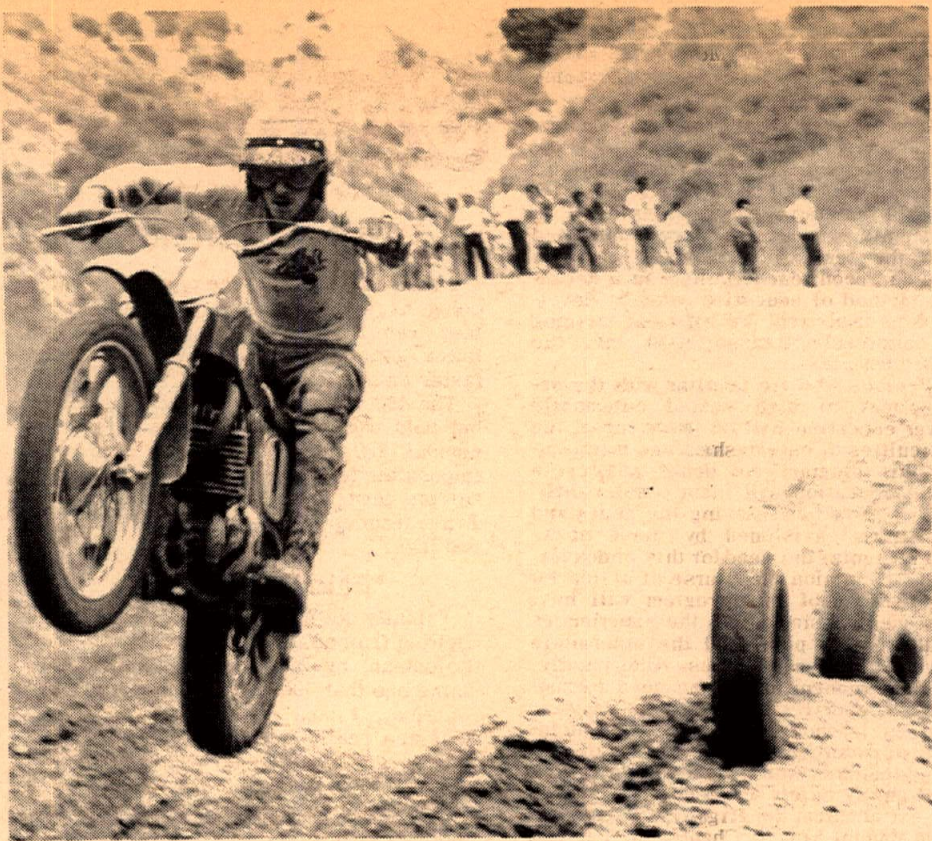
Only the engine is miniature. To look at it you'd never guess it. Its broad finning on the barrel looks bigger than most 250s and its massive radial finned head matches. A peek inside the barrel discloses a chrome bore in the alloy casting with a bunch of dimples around the upper end above the ports. The ports are generous without being extreme and appear clean and neat. The head carries its plug central in a neat hemi shape.

So far the only other thing noticed is the tiny clutch. I've been busy putting the whole bike together and haven't yet had much chance to pry deeper. That clutch can afford to be small, though, because its mounted on the engine shaft - before the power gets multiplied by reduction. And it does make for a narrower case at the rear where your feet are going to be.

By next weeks column I expect to have it completed and probably raced at least once. I can then give some idea of its potential...good or bad.

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Left, Iron Man Bailey, above, a Novice slogs through the slush.

Boy's Club Benefit

By Dave Smead

1000 OAKS, CAL., Aug. 10, 1969—Nearly everyone who's a noted motocross rider showed up at Bay Mare for the Camarillo Boys Club Benefit. Besides names like Gary Bailey, Bill Silverthorn, Ron Nelson, John DeSoto, Lars Larson, and Mike Runyard, 275 other motocross enthusiasts showed up to ride.

The starting area ended in a sandy left corner which is where a few races ended. From here the course led through several cambered turns, up a steep wash and down over a small hill. A left turn here took the riders to the "goat's trail" carved in the side of a hill. Off the trail

Silverthorn going ahead but he was pushed constantly by Lars Larson and on his heels was Mike Runyard. From last, Bailey moved up to fifth behind Gene Cannady. The second race turned into bad luck for Silverthorn and Larson as they tangled. Cannady got in front and Silverthorn couldn't come back for more than second. Cannady didn't slack off a bit, taking the first race and first overall. Silverthorn barely hung on the last race but took second overall just ahead of Lars Larson.

With the 125's done for the day, the big 500's moved up.

then with a mighty swollen ankle but he came back for the restart and led for two laps before his hurts began to tell. Raudman, followed by Bailey squeaked by. Not until the last few yards did Bailey take Raudman and the win for the day. DeSoto dropped back to fifth. He left without getting his third overall prize money.

Next came the 250 class, in division 1 John Ribber took two seconds and a third for first overall. Beating him twice was Rick Norris whose first race performance was lacking.

In the second division Jim O'Neal guided his CZ to three straight wins just ahead of Ron Bird with three seconds. The hard fought battle was for third place with James Exler ahead of Bob Moore for two races and then Exler dropped back far enough to make Moore's consistent riding good for third overall.

The 250 seniors class was another battle of battles. Bailey was pushed hard by Runyard in the first race and succumbed to Jim West in the second. (West gave Bailey a hard time last week). K. Kato was up and down in the first race for fifth but got better each race by one position. Bailey and West had it at again in the third race with Bailey just edging West.

The benefit race turned out the largest crowd yet at Bay Mare according to Dave Groves, promoter. It was also the first time that the local press co-operated with advance publicity and the Camarillo Dailey News had a Monday morning scoop and some fine pictures. Can motocross be catching on?

(Results on page 20)



This uphill left-hander had some of the 250 Experts' rear wheels in the air.

passing could once again be attempted. Five more turns led to a sharp downhill. Experts like Bailey lifted their front wheel here and kept it up clear to bottom.

Around a tree and sweeping fast right and again left found the riders coming over a sharp jump. Two more turns, one uphill and one downhill, preceded the mud-hole. Once out of the grease everyone started into their next lap.

The 125 class, division 1, lined up at 8:30. In each race the lead shifted almost constantly. Burt Severy took a second in the first race behind a hard charging Al Wurtzel. In their second race they fell way back with David Garber taking first and Dennis Chandler following second. The third event ended in the same way and so did the days totals.

In division 2, Mark Cook kept his Bultaco upright to take two first and a second behind Richard Foshay. Foshay to the first, a second and a fourth to take home the days second place title.

The 125 senior class started with Bill

Nobody but nobody could come close to Bob Steffan's Maico. He led from line to line each race. Consistent riding Carl Cotton stayed in for two third and a fifth which was good enough to earn second overall. The course took a big toll in machines.

Twenty 500 seniors lined up and for the first two corners stayed even. Bailey got out in front there and stayed when hard luck Nelson got tangled up. Lonnie Peterson jumped in behind Bailey and Tim Hart came from seventh to third. It all let loose in the second moto with Bailey dashing just ahead of John DeSoto. For twenty minutes everyone held their breath lest the whole track explode. Peterson managed a third this time. With the competition stiff the start was a major part of the race and they all jumped the flag on the third event. That's where the trouble started! Ron Nelson and John DeSoto tangled hard in the second turn. Nelson was taken to the hospital with a broken leg. John DeSoto should have quit



John DeSoto tangled with his friend Ron Nelson and the unhappy result was a broken leg for Nelson

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Top Two: Tom Poteet and Mitch Mayes are two that represent the youth movement taking place in the desert today. Below: a long string of riders blast up one of the rocky hills on the Invader's course.



By Terry Pratt

SOUTH GATE, CAL. August 14th - A fifty lap TT race for 100cc bikes was the featured race at Trojan Speedway Thursday night. The lap charts showed that Dale Hopkins buzzed his Suzuki across the line the winner. Dale put in a fine performance, being rock steady and persevering which is what makes winners in endurance races like Trojan's Mid-Summer Championship. However, in the eyes of the crowd, Gary Scott on his screaming Cimatti was the moral victor even though he took an official third place. Gary awed the throng with a charging catch-up ride for the majority of the race.

After the opening laps shuffle, Paul Wilde, Dale, Jack Morgan and Gary were all in contention. Sometime in the first quarter of the race Gary's Cimatti ground to a halt. It was stopped but Gary wasn't. He wildly pushed the blown bike to the pits and came charging out on an identical spare bike but he was now two laps behind.

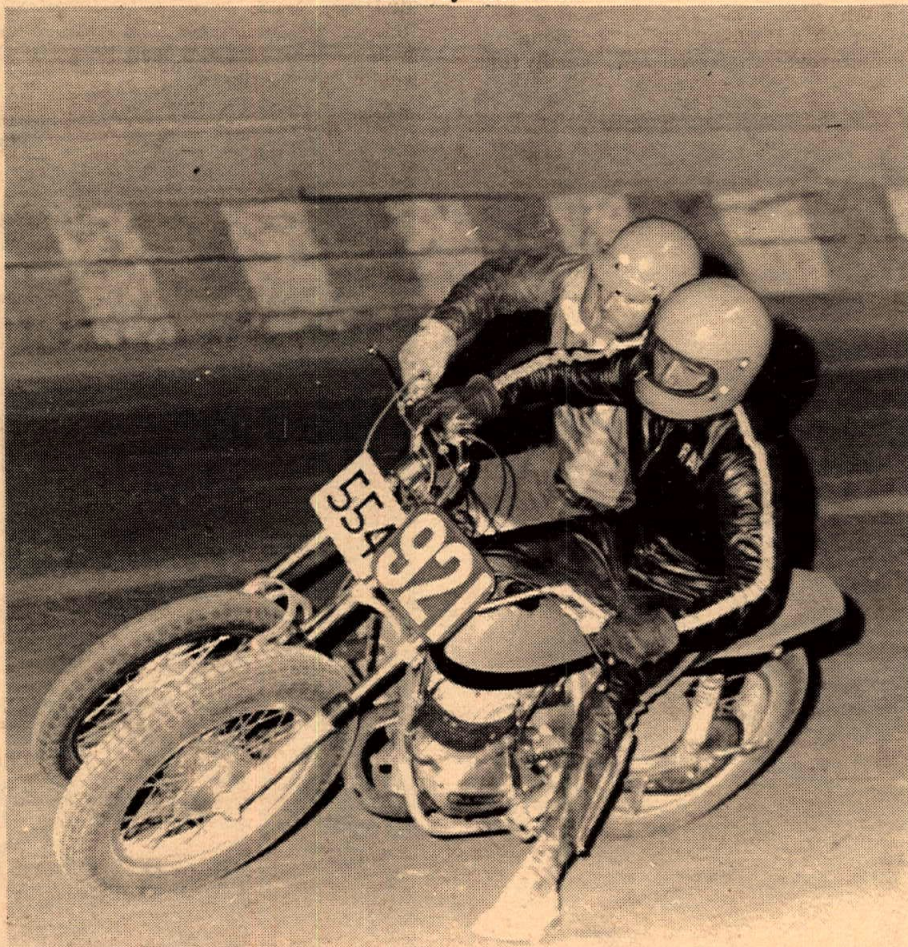
It was like the race started all over when he dove into the first turn in pursuit of the leaders. Lap after lap Gary put together packaged examples of how to circulate on a TT course in the least possible time. Even when he bobbed he looked smoother and faster than anyone on the track. It must have been true because within what seemed like an incredibly few laps he caught the leaders and passed them one by one. After he passed Paul Wilde, who was leading, Gary appeared to be in the lead but he had yet another lap to make up. Nevertheless, the fans conceded the race to young Scott and most seemed to think that he was actually leading.

The Cimatti continued the chase after the front runners and Paul Wilde relinquished his lead to Hopkins when the Wilde Yamaha suffered a Grand Mal seizure. Gary was still gaining when the checkered put an end to the show flagging Hopkins first and Jack Morgan second.

Earlier, Paul Wilde won the 125cc Main. And Lee Stumpenhous held off steady Dave Riggs in the 250cc final. (Results on page 20)

Hopkins Wins Trojan 50 Scott Steals Show

Photo by Eric Raits



This wheel to wheel dive typifies the action at Trojan Speedway.

Poteet Fastest In The Desert

By Dick Wright

HI VISTA, CALIF. August 17 - The youth movement was on, as nineteen-year-old Tom Poteet (#34x) took his third consecutive 250cc Expert win on his red Bultaco, and fourteen-year-old Jeff Wright (#15) took a second in a row 100cc Expert win on his SS Hodaka. Young Don Ross (#893) picked up his first win by taking the combined 500 & Open Amateur/Expert go to the surprise of many spectators.

All the races were run on the same six and a half mile course. It was fast and choppy, with plenty of trails where you could hang it all out in 5th gear (if you had enough hair). Passing was the order of the day, as there were many side trails. A lot of the favorites bit the dust with flat tires gathered on the course's rocky hills.

The first race of the day went off at 8 a.m. and was the large group of 100cc novices. Tom Brooks (#157) on a Hodaka grabbed an early lead, with Mitch Mayes (#933) right on his tail with his SS Hodaka.

These two young chargers kept it up the entire race with Mayes trying to pass Brooks and Brooks able to hold a thirty-foot lead. At the finish it was Brooks by only twenty feet and Mayes in for second, way ahead of the rest of the pack.

The 100cc Amateur/Experts were up next and Jack Morgan (#1) on his Hodaka had a five-foot lead over Jeff Wright (#15) on his SS Hodaka. They switched places back and forth on the first lap until Morgan seized up his engine and Wright went on to win with a two-minute lead over second man, Ken Buckspan (#244) taking first amateur on another SS Hodaka. Cordis Brooks (#110) was third on his Hodaka, taking second Amateur, followed by Milton Krause (#224) an amateur, and Randy Klossen (#40) Expert on a Sachs.

Dave Trib (#555x) on a Husky had to move up from sixth on the first lap to take the winner's flag of the 250cc novice class, followed by Ernie Alexander (#304x) running second, and taking the first 125cc gold on his Yamaha, Jim Hall (#232x) was next in on his Bultaco for second in the 250cc class.

The fastest four laps of the day were turned in by the Bultaco of Tom Poteet (#34x). In winning the 125-250cc Amateur/Expert go, he was turning the course in nine minutes flat and was never more than two seconds off his time! Mike Patrick (#48x) on his Yamaha DT-1 dived with Poteet on the first lap until the Yamaha got a flat tire, then it was all Poteet.

Larry Mulock was running second on his Yamaha on the yellow flag lap but got off on the back of the course and Gary Griffin (#10x) on a Bultaco moved in to take second spot. Bill Turner (#61x) pulled in next on his Bultaco to take first Amateur honors, followed by the hard-charging Eric Jensen (#717x) taking the first 125cc spot on his Sachs.

A wild affair was the Combined 500 & Open Novice race, with the lead changing many times on the first two laps. But then Butch Broman (#54) on a Husky took hold of the lead and held it to the finish. A number of eager riders were fighting for second spot, but on the last lap coming through the dust it was the big rock-crusher, Joseph Cortez (#205) on his big 400cc Husky taking the second spot. John Levrett (#931) also on a Husky was third.

Favorites had a hard time of it in the Combined 500-Open Amateur/Expert race. At the smoke bomb first was Larry Bergquist (#888) on a Bultaco, then John Gaetz (#1) on a Triumph and Mike Patrick (#1) on a Husky.

Coming through the pits it was Bergquist with a good lead, Gaetz second and Patrick was out of the race with mechanical trouble.

The third lap found Bergquist and Gaetz out and Whitey Martinto (#164) on a Maico had the lead. But on the last lap Don Ross (#893) got past Whitey and came in for the win on his Husky. Whitey was second and both are Amateur riders! Tom Muto was third on a Husky, and Tim Smith was fourth on a Montesa. George Walker grabbed a second breath on the last lap and moved up to fifth place after a bad start. Duffy Hambleton was the first Open class rider in on his Triumph.

The Invaders M.C. laid out a good, tough course and everyone got their money's worth. The Novices and Amateurs looked real good. They will be pushing some of the top favorites hard before the year is out.

(Results on page 20)

Heinselman Carries 'Great Bear' Banner To Victory

By Mike Capalite

Photos by Dennis Greene
PACOIMA, CAL., August 16 - The Great Bear Racing Team was in their glory Saturday night as they finished the exciting evening of speedway racing with two men in the A main and one man in the B main. Larry Heinselman, the fair-haired boy of the team was the upset of the evening as he turned a very unimpressive time in winning his heat race, in fact it was the slowest heat of the evening. On the other end, Rick Woods the United States Speedway champ, turned the fastest heat at 56:79 and came back to win his semi in the fantastic time of 56:15.

With the two fastest times of the night behind him, Woods went out in the Trophy Dash and proceeded to soundly thrash Mike Bast, Sonny Nutter and John Carter as he took the lead from the first corner and stretched it out in every lap. Woods seems to put his best efforts into the Trophy Dashes, this is hard to understand as outwardly he is shy and retiring about trophy girls, but as someone said, he is a tiger on the track.

Fans saw one of the most spectacular spills of the night as Lonnie Castillo was leading the C main over Dennis Gildenhaus when he went a little too wide into the last corner trying to stay ahead. Lonnie got out into the loose berm of the track, lost control and as the machine whipped from side to side, it wrenched the bars from his hands. The machine did a spectacular series of endos right on the straight in front of the fans. Lonnie was uninjured.

The B Main was all Mike Bast's as he took the lead and despite the efforts of Stu Morley who was racing under the Great Bear Banner for the evening, Mike held it to the finish while California Champion Sonny Nutter was bottled up in the fourth spot until the last corner when he made his bid to pass Norm Elledge and was successful only inches from the finish line.

Someone must have given Heinselman the old college pep talk. As the starting gate went up on the A Main, Larry was the first into the corner and the first



John Carter and Larry Heinselman sling cinders. Heinselman won the A Main. (Photos by Dennis Greene.)

coming out, but breathing right down his neck was John Carter with Rick Woods back in third and Paul Conserriere fourth. Into the second corner, Carter pulled a 'Sammy Tanner; took the high groove and stormed past Larry on the outside.

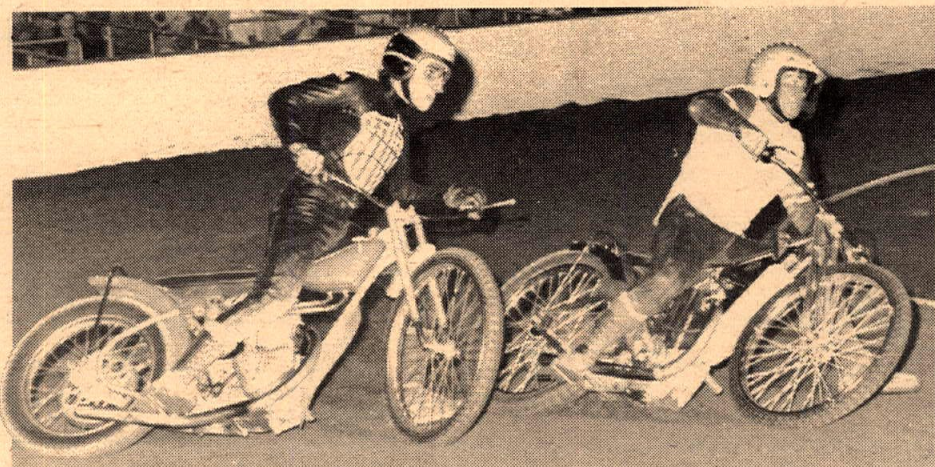
Carter took the lead down the straight, but still on the outside and as Larry stuffed it into the hole on the inside, he regained the lead and then drifted out into Carter's line through the corner and blocked another bid for the lead by John. This gave Larry an unchallenged lead as Woods was busy not only trying to get around Carter, but trying to keep Paul Conserriere from passing him.

Rick was able to move past Carter on the inside in the last lap, but it was too late to threaten the lead that Heinselman had built up as Larry took the checkered flag with the cheers of his many fans ringing in his ears.

For any Speedway fans who can't make it out on Saturday night, starting on August 20 Speedway racing will also be run at the Whiteman Speedway in Pacoima on Wednesday nights. All you fans who like to go to the desert on the weekends, here is your chance to see this exciting style of racing on a weekday. Don't forget, Wednesday night August 20, Whiteman Stadium.

(Results on page 20)

Steve Scott Back ~ TAKES MAIN EVENT AT O.C. FAIRGROUNDS



Sonny Nutter and Don Hawley mirror two extremes. Hawley has about as much experience as Nutter has years.

By Mike Capalite

COSTA MESA, CAL. August 15 - Slidin' Steve Scott came back to speedway racing like a duck returning to water as he found the short way around the fairgrounds oval in his second appearance this season. It had been over a year since he had an outing on one of the fuel-burners, but Friday night Steve looked like his old self as he stormed to a win in his handicap heat ahead of Sonny Nutter.

Enthusiasm of the Orange County crowd is impossible to believe. The screaming and cheering of the fans completely drowned out the noise of the engines. Rick Woods, who hails from Orange County, has been chosen by the fans to pick up the gauntlet thrown by the Los Angeles riders and they give Rick their support in a manner in which it is hard to imagine.

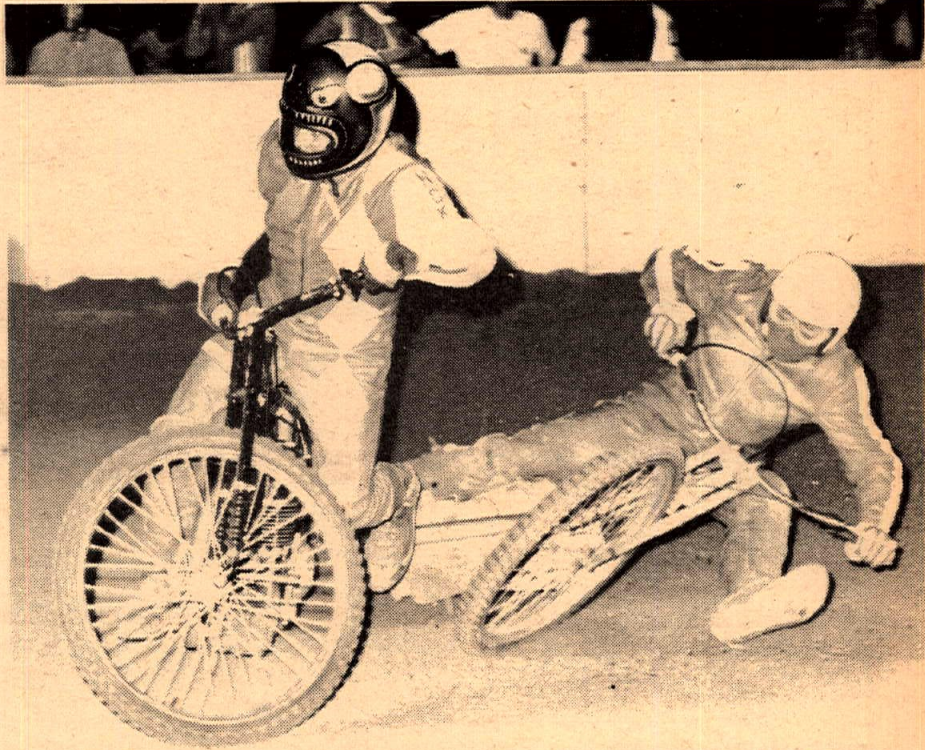
In his handicap heat, Woods came up from the 50 yard line to take the win coming out of the last corner. As he moved into second spot going into the last lap, the fans started to cheer, as he made his bid for the lead in the last corner, there wasn't a person who wasn't standing and screaming and the crescendo was so loud that it was impossible to hear the noise of the engines as the machines crossed the start-finish line.

This enthusiasm seemed to carry right on through the evening as the crowd got into the spirit of things. The racers caught their enthusiasm and seemed to try a little harder. In the special match race between Sonny Nutter and Don Hawley, the fans delighted in their tactics as they would maneuver each other back and forth for the lead.

They swapped the lead in every corner until Nutter decided on a do or die effort with a half lap to go and gave it all he had coming out of the corner and pulled away from Hawley. Sonny was able to hold it for the win. This is the type of racing that the fans see practically every race in speedway competition. It is no wonder that the popularity is growing by leaps and bounds, so much in fact that the American Legion is co-sponsoring a series of speedway races in the Los Angeles Sports Arena.

Steve Scott charged from his 20-yard handicap to move into the main event lead and held it all the way for the win. Woods had to settle for a fourth as he couldn't fight through the traffic.

As they pulled to the line for the Scratch Main, the riders were introduced to the crowd and all received huge ovations as the people in the stands proved that they are loyal speedway fans. On the line it was Rick Woods, Sonny Nutter, John Carter and Stu Morley, a more formidable group of opponents for a motorcycle race you could hardly find. As the starting gate went up, it was



Dennis (The Mouse) Gildenhaus leaves a sliding Bruce Haserot behind.

Woods and Nutter fighting for the lead with Carter and Morley dicing for the third and fourth spot. In the third lap, Rick was inched ahead of Nutter and when he had control of the lead he let it all hang out for a distant win.

It is hard to picture the action getting better each week at this track as it already stuffs more action into two hours than you can find anywhere, but each week it does get better and better. (Results on page 20)

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CYCLE NEWS

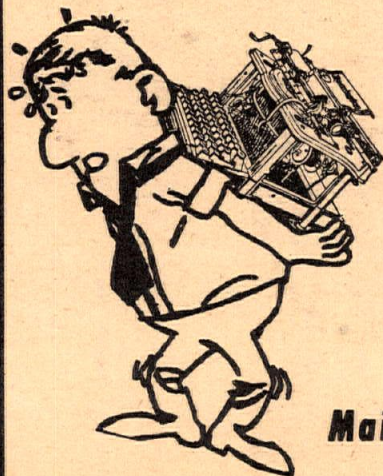
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Two Wheeled Figure Salon

Ottawa, Illinois Times carried an item about a lady who advocates motorcycle riding as an ideal form of exercise to lose weight. She said three months of daily cycling dropped her weight from 136 to 117 lbs. This could open up a whole new field for enterprising bike rental agencies. Can you see a stout matron on a Metisse, pounding off excess lard? The early rigid frame machines would probably be best.

Burn, Baby, Burn

Sports Illustrated took time from reporting such hair-raising sports as cro-

quet, paddle tennis, and bowling to devote several inches of space to motorcycling. The New York based magazine reported that Michael Wadley of Memphis, Tennessee brought immolation to the peaceful Southern town. Wadley became convinced police were harassing him after he was stopped several times within a week and asked for his license.

Wadley drove his motorcycle (the brand was not named) up to the steps of the Shelby County Courthouse, soaked it in gasoline and set the hapless machine on fire.

Wadley was reportedly charged with arson.

Legislative Notebook

Or: No Protection Without Representation

By Barbara Adams Dahms

That Harvard psychiatrist started something. If he can generalize about syndromes so can we. And one of the syndromes that has bothered us the most as motorcycle riders, is the "safety-syndrome".

A syndrome, since no one has explained it yet, is a collection of symptoms which are characteristic of a disease. Taken to the limits that some safety people take it, safety can be a disease.

For example there was a reply in a L.A. paper to a question concerning the relative safety of motorcycles and autos. Motorcycles had, according to the National Safety Council, five times as many fatalities per million miles. Well, everybody in the motorcycle field knows there has never been any near-accurate estimate of the annual mileage on motorcycles so I called the National Safety Council for their source. Turned out it was the Bureau of Public Roads who measures the tax from gas, estimates the gallons of gas sold, pro rates the types of vehicles registered and arrives at a guess as to the annual mileage of each type. Accuracy! The National Safety Council then picks up this guess and advises that motorcycles are five times as likely to be fatal.

There isn't any really valid way to measure the relative safety of motorcycles. Based on M/C and auto registrations in California M/C fatalities are slightly higher. But there are obviously a large number of motorcycles used occasionally on the streets and country roads which are not currently registered. And, many autos are registered which are rarely driven.

The National Safety Council has never been any friend of ours.

Last year a national press release of theirs headlined "Tougher Laws, Fewer Cycle Accidents". With a perfectly straight face this article acclaims a drop in national fatalities on motorcycles from 2050 to 2000 in the previous year. They then estimate that motorcycle registration will rise 300,000 in the coming year and credit the abrupt drop in fatalities to tougher laws, helmets, eye protection and licensing in 33 states. With their face still straight they point to the dramatic rise in fatalities in California ...319 to 326 without mentioning that the registration of motorcycles in California

increased from 310,000 to 381,000 in the same time. That's a 71,000 increase.

It is no surprise that people who work in a field become involved with the aims of that field and accordingly somewhat biased. There are two sides or more to each question and we all tend to see the one we're on. We're kind of biased in favor of motorcycles. But a recent discussion with a safety-expert was nevertheless an eye-opener. Each casualty was to him like the one-that-got-away to the fisherman, a personal challenge. He was thoroughly convinced that enough tests and standards and laws and limits and order and education would eliminate or nearly eliminate traffic casualties.

We appreciate his concern with our welfare. But we wish he was as concerned with our freedom.

Someplace along that line the cog is slipped. Somewhere between concern and involvement safety becomes a disease. At the point where he is more concerned with the trend of statistics than the right of the individual to live his life according to his own values, the safety-expert becomes not a benefit but a menace. You can feel it more than measure it when working with them. The numbers on that sheet are reality; life slips into fantasy. It matters only that we live, that their cause proves itself by a decrease in casualties, that they can point to their figures each year and perpetuate their place in the organization.

To question the authority of statistics, to argue the virtue of simple survival is to be a heretic. Safety people look at you as though you were a murderer, as though you had suggested setting up a machinegun along the roadway if you challenge the quantity of life in behalf of the quality.

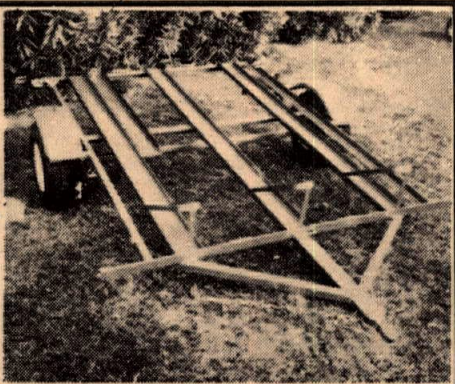
The best thing we could do with the National Safety Council and all the other safety organizations (there are surprisingly many, all working for our protection without our consent) would be to teach them all to ride motorcycles. I doubt that this is possible because my estimate of the safety-syndrome is that it is full of fear and doubt. Maybe we should teach them how to live, too; but that wouldn't be fair. They have a right to be safe, they have a right to do their thing. It would be nice if they saw it that way too.

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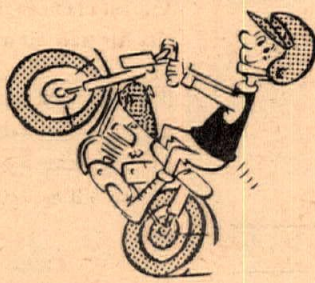
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Happiness Is A Trip To Huntington Beach

By Jerry Greer

HUNTINGTON BEACH, Cal., August 10, 1969 - Happiness is...getting off the line last in a Novice 100 heat and on the final lap discovering that everyone in front of you has fallen off.

It happened to David Tudos on a Kawasaki Sunday afternoon and was more than a fitting beginning for TT Scrambles on a very smooth and dust-free track at Huntington Beach Cycle Park.

The combination of heats for some classes and motocross scoring for others left even the organizers a bit dazed by the day's end. Seems that some of the "help" didn't come through at the last minute and some new folks helped roll the ball. For those of you who didn't show as scheduled, my personal feelings are "why don't you keep going where you were headed?"

Ever hear of Gary Wells from Las Vegas? Big guy. Maybe 200 pounds. Rides the big stuff and doesn't do too well. Right? Wrong. He's a little guy who weighs maybe 100 pounds. Twelve years old, rides a Bridgestone 100 in the 100 and 125 class and a 175 in the 175 and 200 class. He is 90% brave and 10% body, and he comes from Las Vegas every other week to race hard. You read about him last week, just didn't want you to forget him.

Mike Hannson's Bul propelled him to a 1/2 lap lead in the Novice 250 heat and indicated to the fans that there was more to come in the Novice 350 motos. In the first one he drew up a forty yard lead over many Hondas with valves. You remember valves, don't you? Well, anyway, four guys were packing in so tight for second that there wasn't room for

any dumb mistakes or second chances. Some how after laps of such goings on Barry Mayer inched out to second at the finish. Hannson did 'em again in the 2nd 350 moto on the Mitco Bul. In the 3rd moto, he killed it in the lead, restarted after all had passed and still charged to 5th showing how a Bul can swap ends at speed on a straight. Hair!

Amateur-Expert motos were wild to watch too! Gary Wells was up front every time we looked up in the 175 motos. They let him ride the 250 Novice on his 175 to make laps, and he gave them heck.

A 250 Amateur-Expert moto was the trophy winner for cool! Lance Vallery on a Bul was really strumming on the throttle cable in the first lap, and Dean Butterfield who had been right behind him made a beautiful move to the inside of the track where the "marbles" abide, and passed him at the tight radius of a left hander. Mike Toussau astride a Green Streak Kawasaki was taking this all into consideration back in third place, just feet away. A lap or two later, down the long straight, he pulled alongside the Butterfield piloted Yamaha. About then, he reached over and tapped old Butterfield on the shoulder, waved, and cut out through the turn for an eventual win. Butterfield hung in there for second behind the racer who politely passed him.

Many racers rode excellently and certainly were every bit as deserving of mention as those we did write about. Only the lack of sufficient information from officials prevented our covering these gentlemen. No riders had exclusive talent; they all raced hard.

Scramblin' Around

By Maureen Lee

We have had some comments recently from riders at races about the lack of support for certain District 37 tracks, and a couple of them had gotten almost to the point of being hostile. Why wasn't so-and-so track supported more? How come certain tracks get publicity while so-and-so gets nothing? We explained to them and once they got to thinking about it, they simmered down but we think it's food for a column, especially since some of the comments have been personal.

Firstly, neither I or any District 37 official has anything against any of the tracks now running. We might have personal riding preferences but as for trying to make it bad for any track owner, that's ridiculous. Some of us drove miles and were instrumental in getting two of the current tracks going when the local authorities weren't too sure about having motorcycle races in their bailiwicks. We attended county and city supervisors meetings and proved that scrambles riders aren't barbarians. As for my writing about various tracks one of my jobs at Cycle News is to cover the point runs, so if there are three tracks throwing races on a Sunday and only one is a point run, that is where I will be and that is the race that will get the biggest coverage because policy is to support District 37 and the sanctioned events.

So, if people want to get nasty, I can even get nastier and quote Chap. IX, Sec. B of that jolly good old rule book (cruse the durn thing) under the offenses section where a rider can lose his license and A.M.A. card. It states "Knowingly entering or taking part in competition not sanctioned by the A.M.A." That's a no no according to the A.M.A. but should it ever be enforced it would wipe out over three-quarters of the riders in the District (including me) but we hope you see the point we're trying to put over.

The only reason anyone runs or owns a motorcycle track is to make money, right? Owners have to pay for grading, equipment, water, land taxes etc. So they have to make some bread or go under. Most of them now, if there is no point run scheduled, throw their own non-sanctioned races where they make all the profit, not sharing anything with a host club and it's the only way they can make out. But for years if a track didn't have a point run it lay vacant for that Sunday or had a "practice" session. It was the popularity of the night races at Perris that made all the track owners realize they were missing an opportunity and now all the tracks throw their own races when there is not a point run.

As to what tracks are supported, that is purely up to the clubs throwing the races. They don't want to pick a track and get such a lousy turn-out they can't afford to pay for the rent and the trophies or at best break even. They want a bit in the treasury too. So we'll put on our skid lid, dodge the flying rocks and make a few comments on all of the current District tracks running.

Adelanto. Fast and smooth and it makes the big bike riders grin happily. But it doesn't get as much support in point runs as they should because of the location. This time of the year clubs are afraid to throw one there because of the heat and then a lot of riders don't want to drive that far. "If we drive that far, we'll ride the desert, not a lousy five lap race." Good point but another point is that every track is a long drive for somebody. We're all strung out over this huge District and what's far for you one week can be close the next. Right?

Bay Mare. Really being whipped into shape under the new management and is receiving support for point runs because it not only has a TT course, it has motocross land too so benefits doubly.

Huntington Beach. Had two good point runs when it first opened but clubs now shy away from it because there was too much controversy with: a. police in the pits checking for stolen bikes and b., management keeping women and children out of the pits and the arguing that all this causes. There will be point runs there though now the "TT M.C." has formed with track connected people belonging to the club. They have joined District 37 and petitioned for open scrambles dates. Now we'll have to see if the riders will support the races with the rigid track rules.

Perris. The most used one in the District yet there was a time when they almost went under because clubs flocked to throw their races at Prado Park and

ownership was having troubles paying their operating expenses. But with the closing of Prado and the start of their night races, Perris has boomed and now they have a rough scrambles track laid out as well.

Elsinore. Supported for District night races and day ones when the weather is cool but some riders shy away from it because they feel it is dangerous or not because they feel it is dangerous or not set up for anything bigger than a 250 but it's still the best spectator track in the District and clubs do well when they throw a run there.

Saddleback Park. Used very infrequently and we won't make any comments on it other than Park management is undergoing changes and clubs might do

well to look into throwing some more runs there. The two scrambles tracks are good.

So there you are. If you have a favorite track and wonder why you don't get to ride it more often on a point run, remember host clubs makes the decision where they're going to run. To track owners, for what it's worth, we suggest contacting the scrambles clubs if you feel you're hurting and make an effort to get with them and coax them into using your facilities. And riders, remember this. When a club rents a track for a run, it is their baby for the day. We've seen a few times when a track owner has been jumped all over for things out of his control, in other words, club business. The rental fee on a track only makes him responsible for certain things, so don't always yell at him first!

OUT-OF-TOWNERS DOMINATE SACTO POINTS

SACRAMENTO, CAL. - Local riders will be riding hard to improve their season standings during Sat. night's motorcycle

short track races at Sacramento Raceway August 23. Only two localities lead their classes in points. Rick Smith of Sacramento leads the 15 Amateur points division and Paul Minor Jr. is out in front in the 250 Amateur class.

TRAGEDY HITS LUCKY SPOKES TRACK

By N.A. Williams

BRUSH PRAIRIE, WASH. August 10 - Daryl Heller, 20, of Vancouver, Washington was killed in a one rider accident on the track at Brush Prairie, Washington.

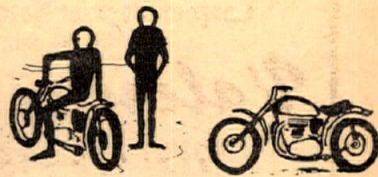
Daryl has been pit man for Bill Elder (Am. #42v) for the last two summer racing seasons. It was his first time on a track as a racer.

Daryl was well liked by the riders and club officials in this area. He always had a smile and a good word for everyone even if his own rider (Bill Elder) was having a bad day. He will be missed by the racers and fans.



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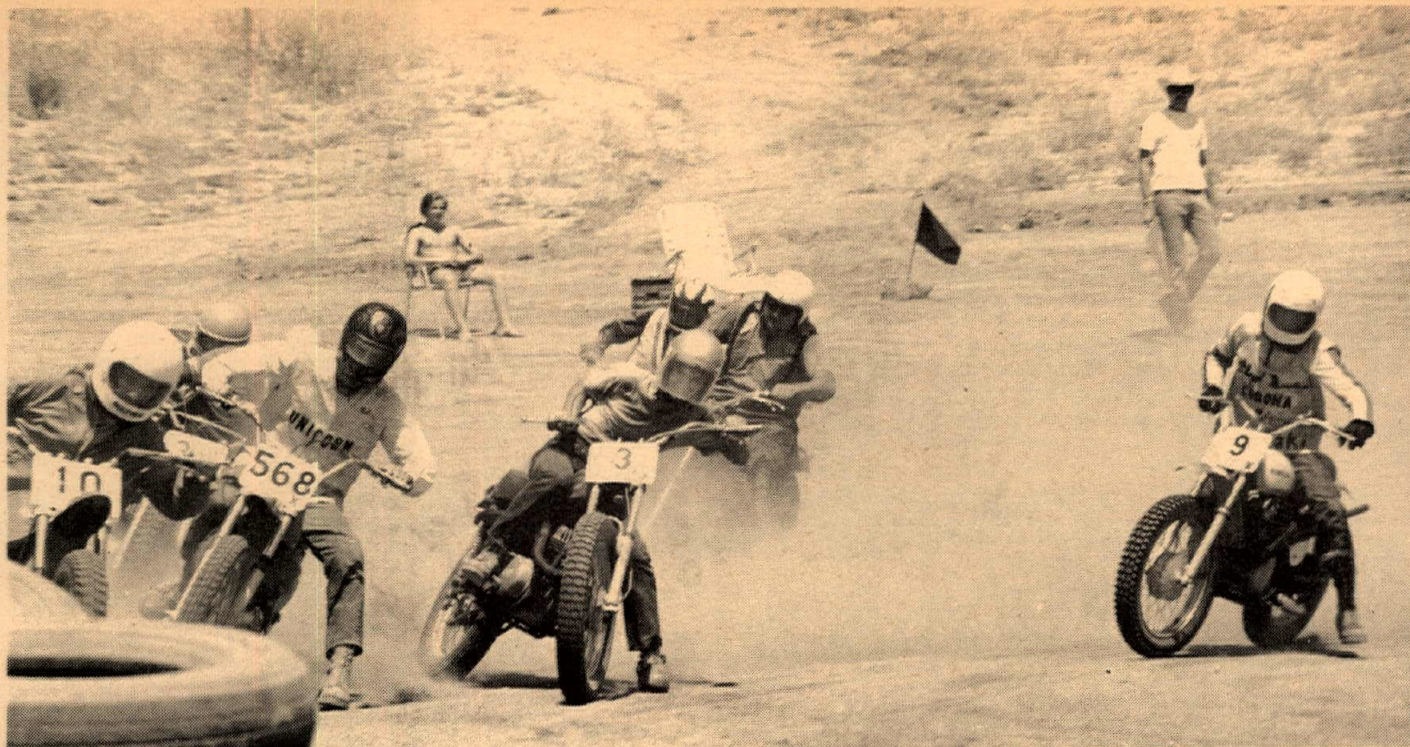
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Hilltoppers Host Backwards Scrambles



By Maureen Lee

PERRIS, CALIF. Aug. 17, 1969 - To celebrate the second running of one of their backwards scrambles, the Hilltoppers made a two-day club event out of it, spending Saturday re-painting their insignia on a huge rock overlooking the track, and Sunday throwing the run. Sunday morning, with most members eager to go and riders panting to start sign-up the entry forms still hadn't shown up (what club hasn't had that happen at one time or another? so they borrowed some from Perris Valley and got to work.

All races were mass starts, ten laps in duration including the Powder Puffs and all run on the long course, backwards. If you've ever ridden Perris backwards you know how neat it is. A lot of us actually prefer it than the regular way. For the first two or three races the track was quite moist and slick in spots (yeah!) but it really got bad and dusty as the larger lightweights moved out onto it until it was impossible to see.

Hank Scott (Honda) took the first win of the day in the 50 class with a nice margin ahead of Jay Lewis (Yamaha) and young Cookie Summers (Honda) complete with his Red Baron scarf. Powder Puffs came next and for three or four laps they mixed it pretty good until the distance and the heat began to take its toll but all finished although gallons of Gatorade flowed afterwards. Diane Connolly (Honda) won followed in by Lynnette Burk on a potent little Lobito and Debbie Sanders (Kawasaki).

Steve Nichols (Yamaha) who had just won the 100cc Expert Main beating out Troy McKee (Honda) and Richard Sweeney (Honda), bumped hard with Gary Caldwell (Yamaha) around the rock turn on the start of the 125 Expert. Neither went down, but Steve went right to the tires and the whole gang shot past. The rest of the ten laps it was to be Caldwell racking up an impressive lead, he looked half-a-mile ahead of the next two who were putting on one of the best of the day. Al Baker (Yamaha) riding his first TT scrambles ("hey, this is fun") and Bob Fraunberger (Bul) swapped places with Baker and his extremely distinctive riding style coming in with the second place.

It was for the next series of races that the dust was so bad but it didn't slow the riders down too much even if it was 97 degree at that point! In the 250 Expert it was Larry Taylor (Bultaco) and Checker Al Baker (Yamaha) going at it. Said Taylor afterwards, "That was more fun than I've had in a long time," but after a few laps Bakers' 250 seized in the house turn and Al was out of it and was

The lightweights work up a sweat while the sunbathing spectator takes it all from the comfort of a lawn chair. The Hilltoppers ran the Perris course backwards to the delight of many, to the dismay of some.

very disappointed. He'd been having a good time too, but towards the end it was Steve Nichols who took over the lead and the win.

After the track was well watered the big boys took over and it was Honda-

mounted C.W. McIntosh who won the 21" Novice Main with a very fine ride. The 21"-500-Open Amateurs had their jollies with a crash on the starting line necessitating a black flag after one lap. Jim Stein made a quick change from his non-startable C-Z to a Harley and worked his way up to second behind the flying Rick Marquis (Honda) only to be put hard on his ear when the rear axle broke and the rear wheel went flip flopping around. Jim Maupin (Triumph) wound up with second with Dave Brooks on a Victor third after there was quite a bit of re-shuffling up front with drop-outs and re-passings.

One rider moved himself up in the over-all standings quite nicely by cutting over a quarter of the course. With problems at the top of the hill, he coasted down the infield, apparently on the way to the pits, said scooter regained strength and it was back out onto the course again at the rock turn. Vellee clever!

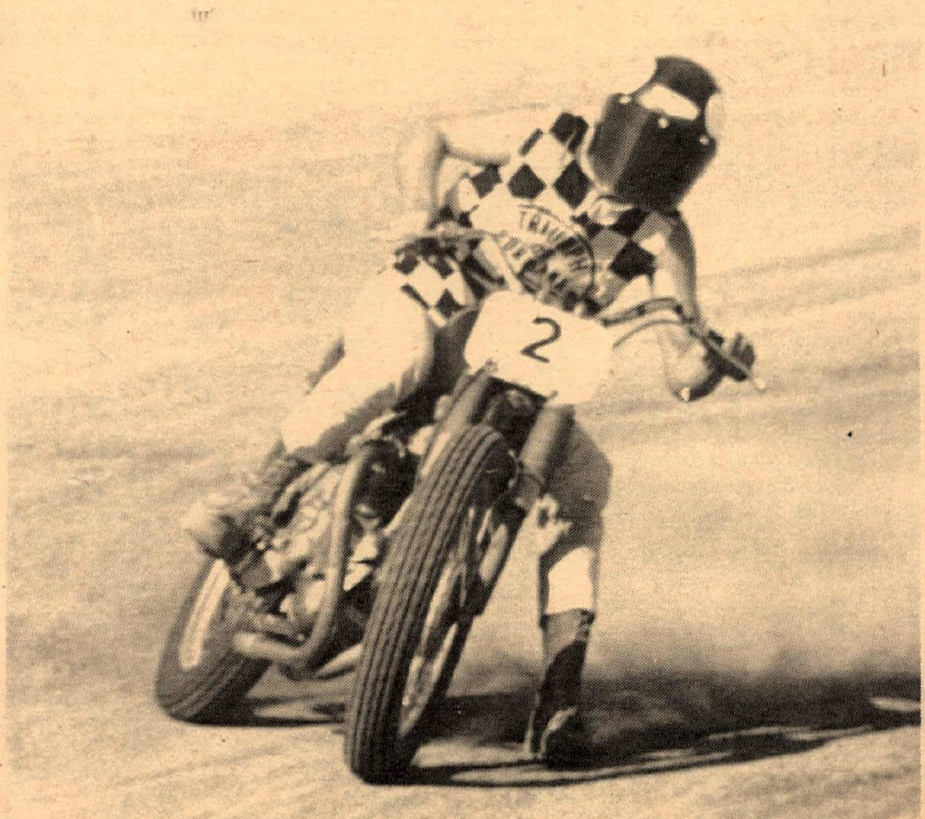
Said second place Expert Tony Denius (21" Harley) of winner Terry Dorsch (Triumph) "The slicker the track, the faster that guy goes," and go Terry did. For the last race of the day the track was very hard and slick but it's just Dorsch's cup of tea. Terry Moriarty hung onto to a good second for a long time but finally Denius on that hot little Harley got him.

In spite of it being a good old Southern California hot summer day it was a good run and the Hilltoppers can pat themselves on the back. In closing, we'll get back to a point mentioned above. In the 250 Expert class there was another rider who deliberately, for three laps straight cut the course in the gravel pit section. Do these guys think no one notices these shenanigans?

(Results on page 20)



100cc Expert Main winner, Steve Nichols rode off the track in the 125 Main after a bumping with Gary Caldwell.



Terry Dorsch. The competition even says it, "The slicker the track, the faster that guy goes."

Byers Sweeps 250's At Southbay



Over the jump in finishing order go Earl Roloff and John Swinke.

By Bill Harmer

CHULA VISTA, CAL., Aug. 17, 1969 - Yamaha mounted Carl Byers swept the 250cc Expert Class, and Norton pilot - Jim Harmon captured the Open Expert Event to share top honors here today. In the 250cc Series of Motos, Byers easily won all three on the Jon Knapp tuned machine that was vacated by defending District 38 Champion, Ward Ring when he re-injured his leg at Dehesa last week. The Kawasaki Kid, Wayne Clarke, gave a good account of himself and narrowly beat out Bultaco-mounted Ray Vanderpool for second place. In winning the Open Expert Event, Jim Harmon, turned back Triumph mounted Wayne Hosaka in a hub to hub duel in the final moto. The final point scoring was 796 for Harmon and 771 for Hosaka. Rich Ribley riding Mike Garrett's Norton looked impressive in the first moto but failed to follow through in the last two, finishing third in the final tally.

The 500cc Expert Class was dominated by District 37 riders with BSA mounted Gary Jones of Hacienda Heights taking top honors. His father Don Jones, also BSA mounted, captured third. Mike Chamberlain brought his Triumph in second.

At the last two San Diego area TT races, the Don Vesco Yamaha 125, a twin ridden by Jim Chitwood has screamed away from all the singles and we have been expecting someone to try something to change the situation. This week there was a bike there to challenge him. Willie Anderson, a San Diego County Probation Officer, bought a 125cc Yamaha Enduro and the old master-tuner, Earl Roloff, Sr. rebuilt it on a Van Tech frame and 12 year old Earl, Jr. rode it, but we'll have to wait to see how it will do against Vesco's twin as Don and his entire crew have gone to Bonneville for the speed trials. There were not enough 125cc Expert entries to make up a class, so little Earl had to run in the 200cc division which he won handily.

Bultaco mounted John Swinko gave



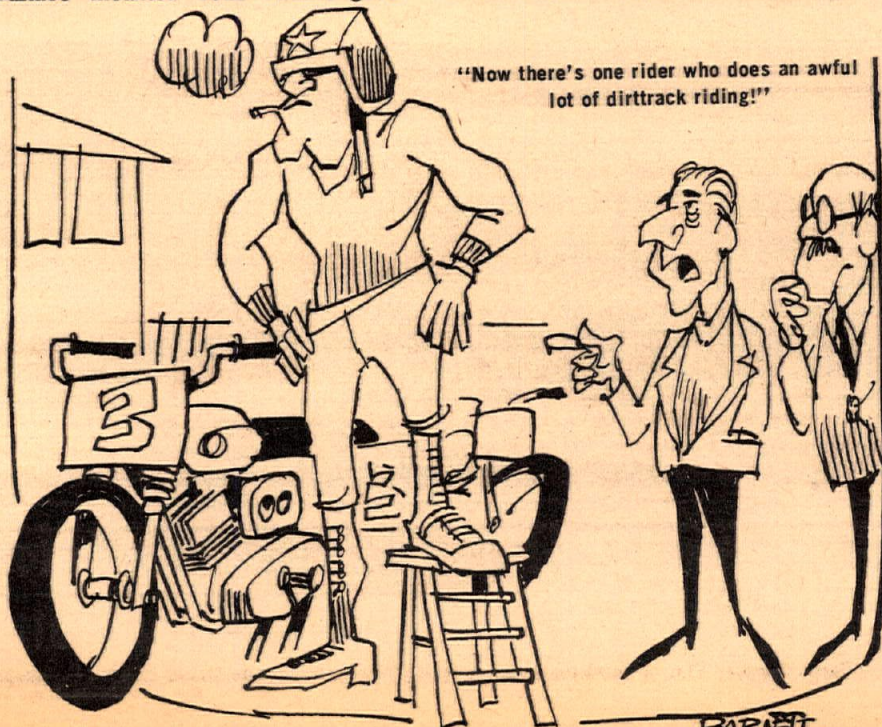
The best way to start a race day: A painted on permanent smile.

Roloff a run for his money and even won the second moto to gain second honors. Kawasaki mounted Bob Darnell looked impressive winning third.

Hodakas finished first, second and third in the Powder Puff, 100cc Novice and Expert races. A newcomer, Jeannie Gibson, beat out Shirley Newsom and Debbie Reon in the Powder Puff. Butch Montgomery captured the Novice Main, followed by Dave Malcolm and Jeff Hosaka. Defending point champion Jim McGuire looked like his old self beating out Kevin Stafford. New Expert Sal Peluso showed improved ability finishing third.

Peluso, riding as a Novice in the 250cc class posted his first win in that division on a Yamaha. Bultaco mounted Karl Pfennig squeezed by Suzuki pilot John Payne to capture second.

Carl Byers had little trouble in getting through the slower traffic in the Handicap, Lucky Yamaha Sweepstakes to capture the top merchandise prize and a kiss from 21 year old Helen Smith.



The "Flying Dutchman" Ray Vanderpool, chased him across the finish line and Mike Chamberlain finished third.

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in preparation for the 250cc Grand Prix which will be held here on Labor Day weekend. See you then.

(Results on page 20)

Hells Angels Charter British Branch

Hell's Angels, Inc. of Oakland, Calif. have chartered two clubs in England, President Ralph Barger, Jr., announced this week. The clubs will be the East London and the South London chapters. This marks the first charter received by a group outside of the United States.

British Hell's Angels ride choppers like their American counterparts, which are for the most part Harley-Davidsons. The British choppers are generally 45s which have been bought from army surplus. Although the bikes are not the equal of the American Hell's Angels they are not bad for England, President Barger explained, "because they are still the best available."

Prior to its international expansion, the Hell's Angels had chapters in the major cities across the United States.

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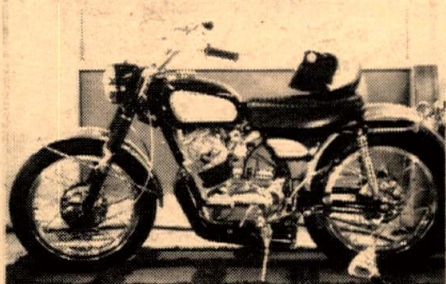
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We do not have the addresses of the contributors listed below. Please contact assistant editor Terry Pratt and we will send you a check for your published work. - P.O. Box 498, Long Beach, Cal. (213) 423-0431. David Carman, Doug Coe, Harry Grable, John Jones, Brian Klock, Pat Lane, Ted Mosher, Rocher (cartoonist), Jay Storer, Tim Thomas, Charles Truex.

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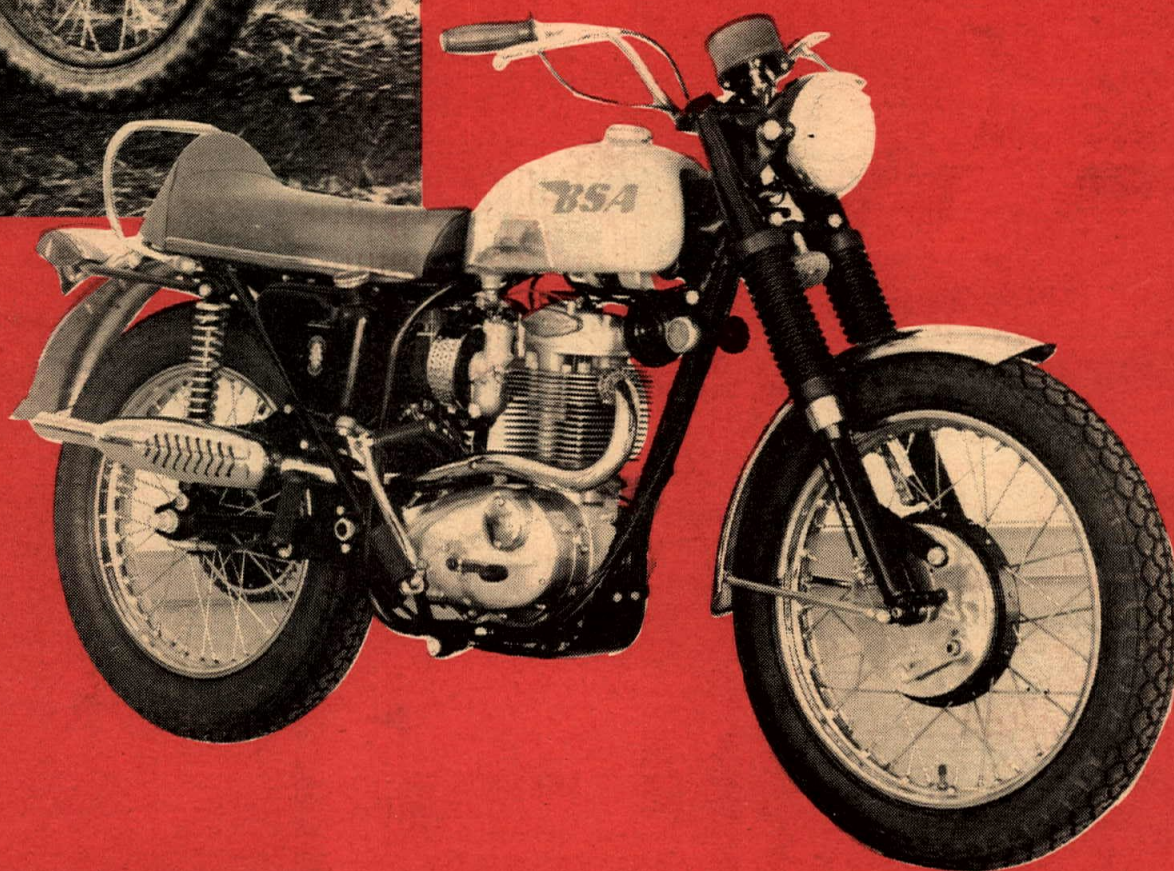
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Roseville, Calif. 95678

Fator's Motorcycles
1417 Pine St.
Redding, Calif. 96001

H & H Cycle Sales
546 Hickory St.
Chico, Calif. 95926

Honda Peninsula
1289 W. El Camino
Sunnyvale, Calif. 94087

House of Honda
2478 El Camino Real
Mt. View, Calif. 94040

Honda of Arcata
575 7th St.
Arcata, Calif. 95521

Jewett Motors
1410 9th St.
Modesto, Calif. 95354

Johnny's Motorcycle Co.
415 19th St.
Bakersfield, Calif. 93301

Hap Jones
235 Valencia St.
San Francisco, Calif. 94101

Jorgy's Motorcycles
2357 Waterloo Road
Stockton, Calif. 95205

Jerel Sport Cycles
10001 Folsom Blvd.
Sacramento, Calif. 95827

Karl's Motors
245 24th St.
Richmond, Calif. 94804

Hank McCaulley #1
132 E. Morton
Porterville, Calif. 93257

Hank McCaulley #2
1200 E. Houston St.
Visalia, Calif. 93277

Motorcycle Sport Center
1918 16th St.
Sacramento, Calif. 95814

Placerville Marine Co.
698 Placerville
Placerville, Calif. 95667

Pelican Dive Shop
500 Broadway
Vallejo, Calif. 94590

Riandas Cyclery
50 W. Market
Salinas, Calif. 93905

Angelo Rossi
415 Davis St.
Santa Rosa, Calif. 95401

Slim's Motorcycle Sales
100 D Street
Marysville, Calif. 95901

S & T Sportcycles
3681 Mt. Diablo Blvd.
Lafayette, Calif. 94590

Stanton Equipment Co.
307 S. Main St.
Ukiah, Calif. 95482

Santa Clara Honda
4902 Stevens Creek Blvd.
San Jose, Calif. 95129

Selby Motors
346 El Camino Real
Redwood City, Calif. 94062

Sumner's Motors
4697 E. Belmont Ave.
Fresno, Calif. 93702

Tom's Cycle Center
1325 Galindo St.
Concord, Calif. 94520

Nevada Cycle Sales
528 Morrill Avenue
Reno, Nevada 89502

Cycle Fun
1961 B Street
Sparks, Nevada 89431

The Sports Den
8640 Lacey Blvd.
Hanford, Calif. 93230

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